

MODES.

Rolande Sarrault

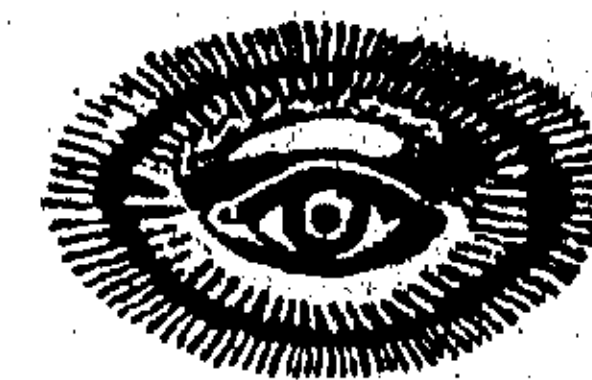
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Hongkong Sunday Herald

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Vol. VI. No. 267.

號四十月肆 年九十二百九千一英

HONG KONG, SUNDAY, APRIL 14, 1929.

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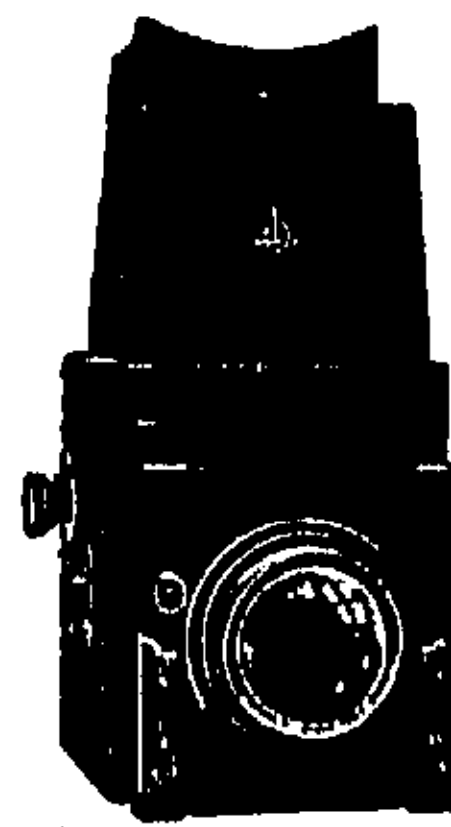
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ALL OVER EVENS

GOOD DIVIDENDS AT THE RACES

3RD EXTRA MEETING

Three Jockeys Share Nine Firsts Between Them

"DOUBLE" ACHIEVED BY MESSRS. LAU & LEE

No winner dividend under evens and the division of the nine first places equally among three jockeys were the outstanding features of a very interesting day of races at Happy Valley yesterday when the Hong Kong Jockey Club held its third extra meeting of the season.

What the pari-mutuel did, or, rather, what punters made it do, must surely constitute a record.

Favourites had a lean time, among the winners being only one which carried the most money, and another which was joint favourite. Yet backers were not altogether disappointed; there was no rank outsider succeeding and the returns never exceeded \$100.

FAVOURITES' LEAN TIME

Large fields predominated but even when there were only three runners, as was the case in two events, the racing always had its thrills and finishes were remarkably close. In short, the meeting was about the best for some time although the class of racing has been particularly high.

With the course in beautiful condition, excellent times were jotted down, the mile record being in vital danger twice of being beaten. And some very clever jockeyship was seen in several races.

Mr. A. J. P. Heard (the leading jockey) disappointed once or twice. He rode the only winning favourite of the day and two other ponies which caught the judge's eye. Mr. T. L. Wong and Mr. G. A. Harriman were the other two gentlemen riders who got three firsts each; but Mr. Heard came out best on the day with two seconds to Mr. Wong's one second and Mr. Harriman's one third.

Tribute to Handicappers
To the popular "old gold, one green hoop on body" came two victories, richly deserved by the owners, Messrs. K. C. Lau and H.

HAVE YOU WON?

Lucky Numbers in Cash
Sweeps

YESTERDAY'S DRAWINGS

The following are the results of the sweeps at yesterday's races:—

Race 1.		
No. 49	\$799.40	
No. 298	228.0	
No. 7	114.20	
Unplaced runners (\$50 each),		
Nos. 35, 145, 92, 148, 384, 313, 85.		
Race 2.		
No. 374	\$1,247.40	
No. 465	356.40	
No. 420	178.20	
Unplaced runners (\$50 each),		
Nos. 434, 35, 447.		
Race 3.		
No. 807	\$1,510.60	
No. 500	431.60	
No. 572	215.80	
Unplaced runners (\$50 each),		
Nos. 578, 114, 533, 82, 606, 133, 132.		
Race 4.		
No. 321	\$3,203.20	
No. 73	915.20	
No. 246	457.60	
Race 5.		
No. 332	\$1,842.40	
No. 413	526.40	
No. 595	263.20	
Race 6.		
No. 395	\$1,850.80	
No. 624	528.80	
No. 337	264.40	
Unplaced runners (\$50 each),		
Nos. 609, 246, 158, 257.		
Race 7.		
No. 161	\$1,655.20	
No. 136	473.20	
No. 658	230.60	
Unplaced runners (\$50 each),		
Nos. 166, 137, 464, 323, 70, 506, 43.		
Race 8.		
No. 220	\$1,814.40	
No. 617	518.40	
No. 184	259.20	
Unplaced runners (\$50 each),		
Nos. 70, 581.		
Race 9.		
No. 148	\$1,922.20	
No. 441	549.20	
No. 170	274.60	
Unplaced runners (\$50 each),		
Nos. 491, 592, 109, 541, 604.		

C. Lee, the latter the general secretary of the Sports Club. They were the only ones to achieve a double.

The starting was uniformly good and the handicapping proved to be a tribute to Mr. C. M. S. Alves and Mr. H. W. Moon. But the times will be memorable — and flattering to deceive in future.

Christmas Chimes remains the best pony in training, winning the Second Aggregate Stakes in grand style—in spite of an impost of 5 lbs.—and collecting 8 points so far to Chesapeake Bay's 4.

New Programme

Thunderbolt, owned by Mr. Wong Ping-shun (the P. & O. commodore) returned to winning form. Duke of Normandy II broke his "duck" as did Duke of Melrose (with the highest dividend of the day); and the form of a fortnight ago was reversed in a few instances. The introduction of three handicapped events—each with two classes—proved to be satisfactory, drawing a good many runners. It looks as if the system will be adhered to, being 1 1/4 miles (open), a mile (with the "dud" subscription griffins barred) and six furlongs (for subscription griffins). The Stewards are to be congratulated on devising means to give the poorer class ponies a better chance and to keep the handicapping more strictly to class.

Racing details follow the cash sweep results being given elsewhere on this page.

1.—April Stakes: One Mile.—For China Ponies, Subscription Griffins of this Club of this Season, non-winners. Weight for inches as per scale. Jockey Allowance. Entrance Fee \$5. 1st Prize: \$170. 2nd Prize: \$150. 3rd Prize: \$100.

Lau & Lee's Duke of Normandy II. 158 lbs. (Mr. Wong) 1 R. M. Austin's False Alarm 153 lbs. (Mr. Heard) 2 F. Lobel's Sunshine 152 lbs. (Mr. Harriman) 3 Hee Cheong's Bronze Idol 158 lbs. (Mr. Harriman) 0 Ip & Mo's Inca 152 lbs. (Mr. Backhouse) 0 Service's King's Parade 147 lbs. (Mr. A. B. S. Clark) 0 Hynes & Mackie's Pumpkin 155 lbs. (Mr. Churchill) 0 K. H. Kay's Szatmar 155 lbs. (Mr. Stanton) 0 Harbot's The Jungle Book 152 lbs. (Mr. Bulkeel) 1 W. E. L. Shenton's The Ptarmigan 158 lbs. (Mr. da Roza) 0 Time: 2 mins. 07.1/5 secs. 3/4 length, 3 lengths. Pari-mutuel, winner \$39.70; places, 1st \$7.80, 2nd \$9.10, 3rd \$6.20.

Sunshine 336 624 Szatmar 155 203 Duke of Normandy II. 98 263 The Jungle Book 95 106 False Alarm 52 181 The Ptarmigan 51 133 Bronze Idol 35 55 Inca 24 69 Pumpkin 12 41 King's Parade 5 22 800 1,087

After having made the running for six furlongs, Sunshine, made favourite on the strength of previous performances, faded out in the straight. Mr. Wong had brought Duke of Normandy II. round, on the outside of the leaders, into the straight and was on terms at the two miles post. Re-

AMERICAN FILMS

Alleged Discrimination
in France

OFFICIAL PROTEST

Producers Threaten To Withdraw
From France

Washington, Yesterday.
The alleged discrimination against American films under the new French quota system has been brought to the notice of the State Department and the United States Embassy in Paris will officially protest against it.

American producers have threatened to withdraw from France altogether if the new regulations are enforced, but the State Department officials doubt whether the threat will be carried out.

Similar representations will also be made to Germany, Czechoslovakia, Austria, Italy, Hungary, and Spain.

It is understood that the United States does not question the right of any country to adopt measures through the censorship to protect its national traditions and public moral, but it is pointed out that the United States has not adopted any such restrictive regulations.—Reuter's American Service.

Still Open

Paris, Yesterday.
It is pointed out that the present arrangements in regard to films will continue until October. Meanwhile the matter is open for negotiation.—Reuter.

Things That Matter

Today's Diary

Second Sunday after Easter. Entertainment. — Queen's "Plaster in Paris"; Star, "Circus Rookies"; and "A Dog's Life"; Barnard's English Comedy Company "The Ringer" 9.15 p.m.; World, "The King of Kings"; Majestic, "The Fair Co-ed."

Lighting up Time.—6.43 p.m. Tides.—High, 1.21 a.m. and 11.47 a.m.; Low, 5.31 a.m. and 7.37 p.m.

Weather Forecast

N. E. winds, moderate; fine.

Home Mails

Outward.—To-morrow (via Siberia), President Cleveland, 6 p.m.; Tuesday (via Marseilles), Antenor, 6 p.m.

The Dollar

The closing rate for the dollar on demand yesterday was 1/11 9/16.

fore the distance post, however, Mr. Heard (enjoying the novel experience of riding an outsider), on False Alarm, joined issue. These two fought it back to the winning post, Mr. Wong using his right arm with the whip and Mr. Heard his left. Duke of Normandy II. retained a slight advantage to the end. The start was excellent. The Ptarmigan kept Sunshine company. Szatmar went up near the Rock and fell back forthwith. At the village bend Mr. Wong rode strenuously to get into position. At this stage King's Parade was running with Sunshine but gradually receded in the straight to finish a poor fourth. The Ptarmigan was next, close together.

2.—Boa Vista Handicap: "A" Class: Six Furlongs.—For Subscription Griffins of this Club of any Season. Winners of more than four Races at any time barred. Entrance Fee \$5. 1st Prize: \$400. 2nd Prize: \$150. 3rd Prize: \$100. Wong Ping-shun's Thunderbolt 154 lbs. (Mr. Harriman) 1 John Peel's Nookball 150 lbs. (Mr. Stanton) 0 Wayfoong's The Jamaica 161 lbs. (Mr. Newbiggin) 3 Dyer & Belth's Loch Alsh 156 lbs. (Mr. Heard) 4 Chan, M. & A. E. M. Rafek's Flying Stag 147 lbs. (Mr. Sonora) 0 Hinson's Monk 157 lbs. (Mr. Wong) 0 Time: 1 min. 33 secs. 1/2 length, 1/2 length. Pari-mutuel, winner \$15.60; places, 1st \$8.90, 2nd \$20.20, 3rd \$21.80.

(Continued on Page 5.)

D.B.S. SPEECH DAY

MR. HORNELL'S MESSAGE OF TO-DAY

A STIRRING ADDRESS

Moulding Young Generation By Education

HERITAGE OF HUMAN RACE

A stirring and eloquent address was given yesterday by Mr. W. W. Hornell, Vice-Chancellor of the Hong Kong University, in the great hall of the Diocesan Boys' School, on a subject to which only educationalists like himself could have given such serious thought. He spoke of "Education and how it helps the progressive discovery of truth and brings one to the full heritage of the human race."

FAITH OF THE REALLY EDUCATED

We who are engaged in other pursuits can have but a slight conception of the responsibility placed on those who have taken upon themselves the task of educating the younger generation, and thereby benefiting the world. Such responsibility may, however, be gleaned from a passage quoted by Mr. Hornell from Plato in his Dialogue—"The Laws," "Education is not made of secondary importance, or annexed to other duties, but inasmuch as the right choice of the man who is to have charge of the children is bound to come first and foremost, he must do his very utmost and make director that man who out of all in the State is in every respect the best."

The occasion of this excellent treatise on education was the sixtieth speech day of the Diocesan Boys' School which was held in the presence of a large number of friends and well-wishers.

It was by no means a day wasted, and those who journeyed out to the School at Homunth were well rewarded, not only by Mr. Hornell's eloquent speech, but by the magnificent site on which the college stands and the views it commands, coupled with the smart display of the students in the sporting arena.

Games and Music

Long before the visitors had arrived in full force, the students were engaged in various games. On the football ground, the Green House Cricket XI were engaged in a herculean effort to defeat the Rest, while on the hard courts others were contending for honours in tennis, volleyball, and basketball. In the covered play ground, the minors held the biggest audience with a roller skating exhibition. Tea in the meantime was served in the dining room, and on a lawn adjoining the covered play ground.

While the visitors were going over the grounds and watching a game here and there, music was discoursed by the Band of the 1st Battalion of the Somerset Light Infantry.

Ceremony in the Hall

Punctually at five o'clock, the visitors were ushered into the Great Hall where the speeches were made. The Band had in the meantime moved to the gallery and entertained the audience with the latest musical hits. On the stage were pots of flowers and ferns, and a few minutes after two little boys swung the huge door opened to admit Mr. A. H. Compton, Vice-Chancellor of the School Committee, who took the chair in the absence of the Rt. Rev. C. R. Duppuy, Bishop of Victoria, Mr. W. W. Hornell, Vice-Chancellor of the Hong Kong University, the Rev. W. T. Featherstone, head master, Mr. W. L. Pattenden, the Rev. N. V. Halward, Professor G. T. Byrne, Mr. and Mrs. Cox, Miss Fiddes, Professor L. Forster, the Very Rev. Alfred Swann, Dean of St. John's Cathedral, Rev. H. du T. Pyner, and Mr. F. Mason.

The programme opened with two songs by the students—"Wildcote Fair" and "Rolling down the Rio," which were loudly applauded. Mr. Mason was at the piano.

Mr. Compton's Remarks

In rising to say a few words to the audience, Mr. Compton was greeted with cheers. He said that it was deeply regretted that they could not have the Bishop, who was on a visit to one of his dioceses, with them on such an auspicious occasion. However, it was a pleasure to see so many friends of the Bishop present, and he felt sure

that they one in all would join him in wishing the school prosperity and success. The school was indeed fortunate in having such an excellent head master as Mr. Featherstone, but a good head master deserved support and loyalty. He was glad to know that such support and loyalty was always forthcoming from the boys of the Diocesan School (Applause).

Headmaster's Reports

Mr. Featherstone then read the annual reports of the School, extracts from which appear below:

The Report which I present now is the Sixtieth Report of the Diocesan Boys' School and Orphanage. In the autumn we shall have a Sixtieth Birthday Commemoration Day when a brief history of the School will be given and the history of the School, its records, lists of scholars and extracts from the annual reports will be published. Suffice it to say now that on a day like this we try to think

(Continued on Page 8.)

"SOUTHERN CROSS"

Another Adventure
Reported

"TWO'S COMPANY"

Canberra, Yesterday.

The West Australian Airways aeroplane which went to assist the "Southern Cross" fliers has landed in the mud alongside them.

The aeroplane "Canberra," which left for Derby (Western Australia) this morning, wirelessed at 1.15 p.m. that she had just left the "Southern Cross" and dropped fourteen bags of provisions there.

Searchers Still Lost

Sydney, Yesterday.
The air liner "Canberra" has wirelessed that it has learned from signals that the "Southern Cross" is undamaged and had enough room to take off.

The "Southern Cross" fliers only require petrol and oil.

There is still no news of Keith Anderson and Hitchcock (who set out to search for the "Southern Cross" and got lost themselves).—Reuter.

AIMEE McPHERSON

Story of Kidnapping
A Hoax

FRESH SENSATION

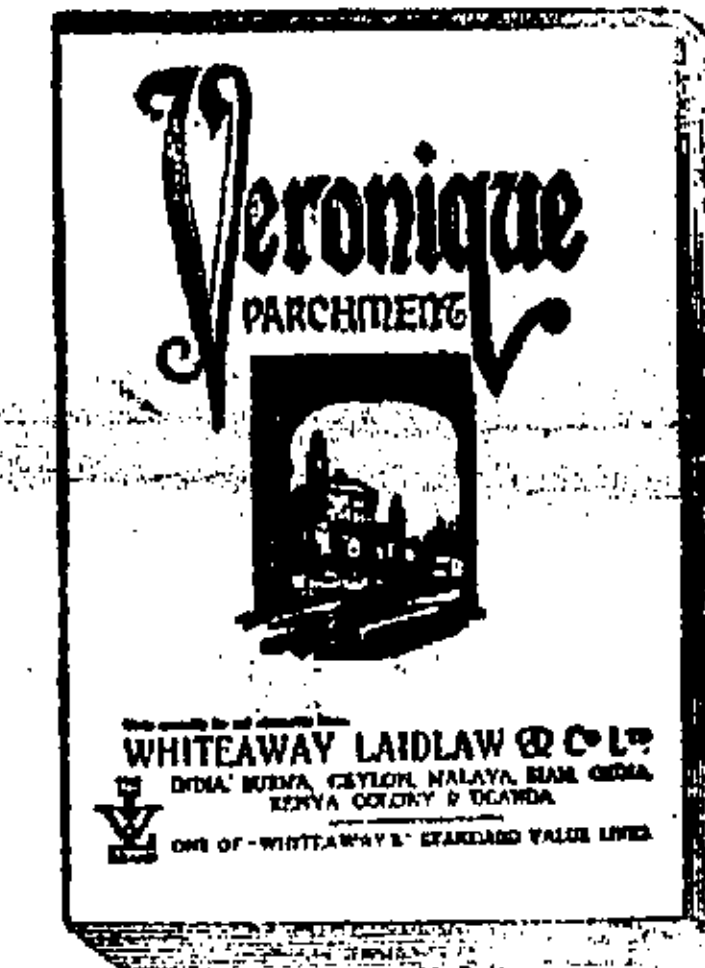
Sacramento, Yesterday.

A sensation was caused in the Californian State Senate during the impeachment proceedings against Judge Hardy when Mrs. Lorraine Wiseman Sleaf testified that the story of the kidnapping of Mrs. Aimee McPherson (the evangelist) was a hoax.

She declared that Mrs. McPherson and her mother, Mrs. Kennedy, both told her that Mrs. McPherson made an excursion with a wireless operator named Ormiston to the artist colony of Carmel, in California, at the time of the supposed kidnapping.

The witness also alleged that under Judge Hardy's direction she produced a woman who posed as "Miss X," Ormiston's alleged companion, when Mrs. McPherson was accused before the Los Angeles jury of going on the excursion with Ormiston.—Reuter's American Service.

WHITEAWAYS VERONIQUE PARCHMENT

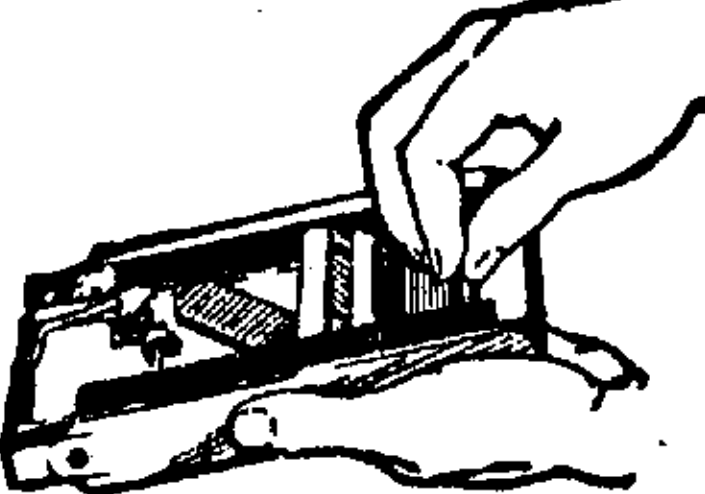


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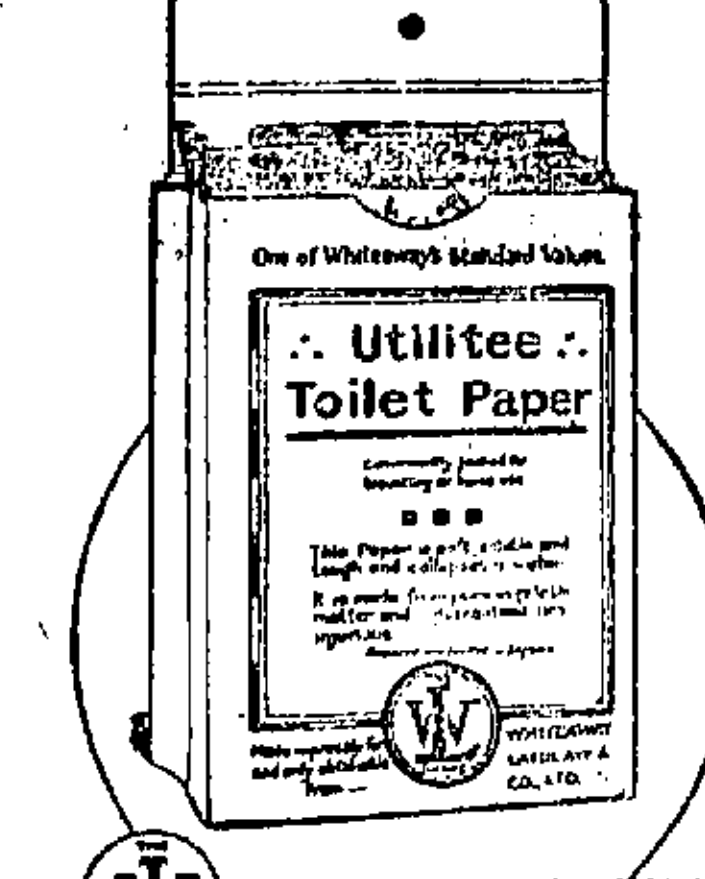


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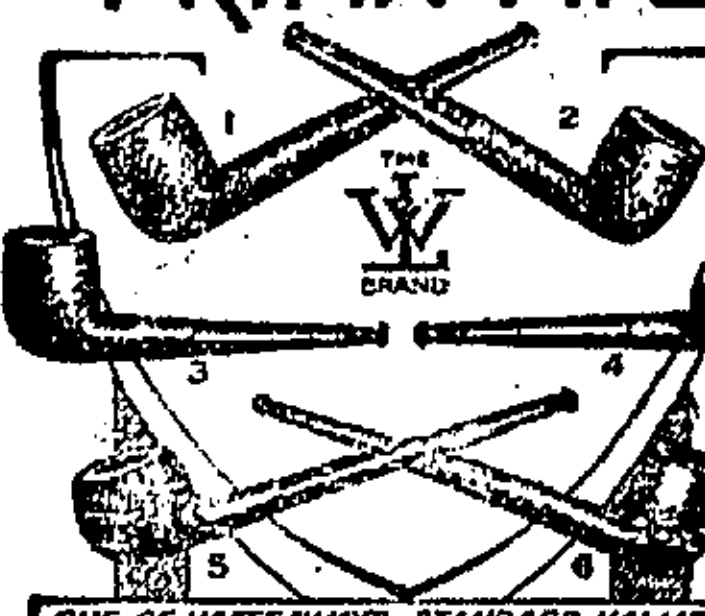
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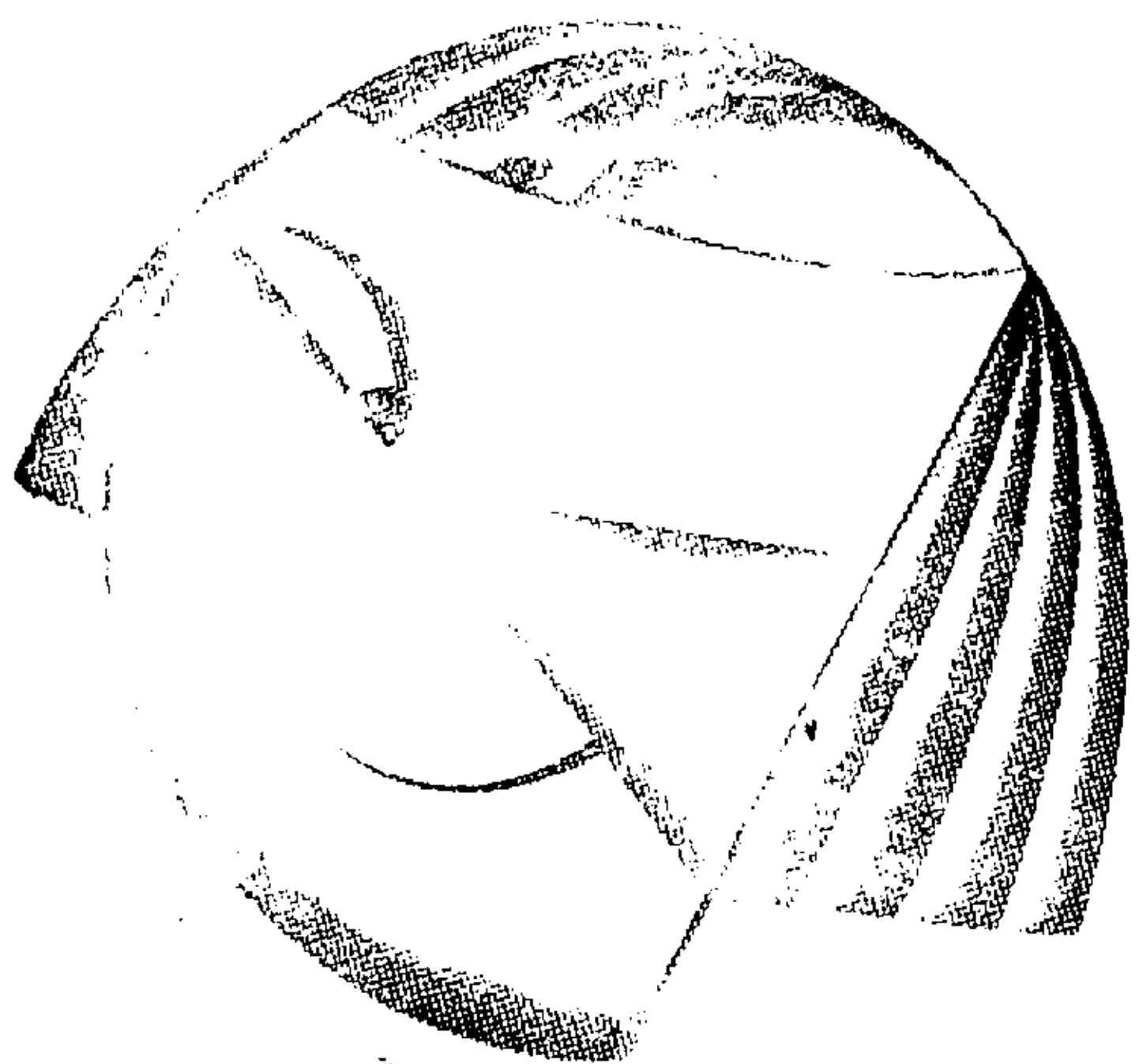
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all the fun, thrills &
the tribulations of life
around a crowded campus
— are brought to
the screen now in a
comedy with never a
dull moment!

TO-DAY & TO-MORROW
at 5.20 & 9.15 p.m.
AT THE
MAJESTIC
NATHAN ROAD
KOWLOON

At 2.00 & 7.15 p.m. CHINESE PICTURE "LOVE'S FRANKY"

FOOTBALL SHIELD

Kowloon & South China for the Final

EXCITING MATCHES

Navy And K.O.S.B. Win Junior Ties

Kowloon scored a surprisingly
easy victory over the Club de
Recreio yesterday, neither Club
being at full strength.
South China won, as expected,
against the R.A. although the
latter put up a great fight for the
greater portion of the game.
The Navy and K.O.S.B. both
won the Second Division ties.
Next Saturday's Finals should
be a great day for "Soccer" fans.

RESULTS AT A GLANCE

Shield—Division I.	
South China 4 R.A. 1	
Kowloon 4 Recreio 1	
Shield—Division II.	
China Athletic K.O.S.B. 2	
Royal Navy 6 South China "A" 2	
League—Division II.	
Somersets 1 Eastern 2	
Kowloon 2 Small Units 0	
R.A. 6 Recreio 1	

Shield—Division I

SOUTH CHINA v. R.A.

A Brilliant Game

This match played on the
H.K.F.C. ground was productive
of a brilliant game in which the
R.A. held on to their clever
opponents for two-thirds of the
game, but speed told in the end
and South China entered the final
with a good victory of 4 to 1.

Teams:—

R.A.:—Fletcher, Oliver,
Bacon, Ward, Nellies, Joyce,
Allan, Bridgeman, Gill, Leach, and
Jobe.

South China:—Pau Ka-ping;
Li Tin-sang, Lau Mau, Leong
Tin-chui, Leung Wing-tak, Leung
Wing-chiu, Tsang Wing, Chiu
Kwok, Fung King-cheung, Li
Wai-tong, and Ip Pak-wa.

Referee: L.S.B.A. Atkinson,
R.N.

From the kick-off Leach was
nearly through, Lau Mau relieving
findy. After Li Wai-tong had
put over well placed, Fletcher
"brought the house down"
with a great save and the R.A.
da:hed away, Leach bringing out
a bit of Pau's pass with a dandy
effort. South China were aggressive,
but Fung failed under the
bar from a lovely centre by Ip
Pak-wa. The R.A. led by Leach,
attacked strongly, Gill coming
close. "Classy" football by Li
Wai-tong was a feature of the
following play, but the "All
China" player finished weak with
a shot well over. Ward robbed
Ip Pak-wa in fine style, but the
Chinese were going strong, and
after Fletcher had saved gloriously
by from Chiu Kwok close in. The
ball coming out the Chinese
initiated a grand bit of forward
play. Fletcher saved on the first
attempt, but a perfect movement
finished by Li Wai-tong put
China one up.

South China, in spite of good
work by Oliver and Nellies, came
again and Fung King-cheung
rounded off a smart forward play
with a nice goal.

China led by two goals to nil at
the interval.

Sensational Restart

The second half opened sensa-
tionally. The R.A. were awarded
a penalty in the first few mo-
ments. Leach, who was entrusted
with the kick, refused to score,
but Gill made amends immedi-
ately after with a smart goal, which
was deflected past Pau off one of
his backs.

With only one goal down the
R.A. played well. Leach was the
main spring of the attack, and Gill
and Jobe were both trying hard.
Fletcher was hurt and went for-
ward. Leach, with a free kick
well out, tested Pau to the utmost,
the latter just saving. From
now on the Chinese were on top.
Chiu Kwok scored, but the goal
was disallowed. The match at
this stage was exciting. Fung
scored for South China after bril-
liant forward work.

In the closing stages Li Wai-
tong got home one of his special
efforts, the Caroline Hill Club
running out deserved winners of
a fine game by four goals to one.

A Great Goalkeeper

The R.A. played fine football
and surprised their friends in the
first half. Fletcher kept a great
goal and saved marvellously up
to the time of his injury.

Oliver, Nellies, and Joyce were
great in defence.

Leach has never played better.
He was the main spring of the
R.A. and did all one man could to
turn the fortunes of the game.

Gill and Jobe were also good.
For South China Pau was as
usual a great defender. Lau Mau,
at right back, was good as his
brilliant partner, Li Tin-sang.

The halves were steady. The
reserve half, Leong Tin-chiu, was
the pick of a good line.

The forwards, with Li Wai-
tong, the star artist, were bril-

liant, although Fung and Li Wai-
tong, both missed good chances.
Ip Pak-wa was the best forward
on the field, and most of the
goals came from his left. The
right wing was steady, Tsang on
the extreme right being a winger
of promise.

The final on Saturday with
Kowloon should be "the" match
of the season.

KOWLOON v. CLUB DE RECREIO

Before a moderate attendance
at Sookumpoo, Kowloon delig-
hted their supporters by recording
a decisive victory over the Club
de Recreio. Little can be said for
the game as regards the standard
of play, but exciting incidents
abounded, and Kowloon were good
value for their win.

Teams:—

Kowloon:—Angus, Guest, Pile,
McKelvie, Easterbrook, Bliss,
Eastman, Hedley, Hannon, Miles,
and Morgan.

Club de Recreio:—Beltrao;
Silva-Netto, Xavier, Souza,
Remedios, Figueiredo, B. Gosano,
Ward, A. Gosano, Rocha, and
Brown.

Referee: M.A.A. Vosper.

Kowloon were the first to be-
come aggressive, but Xavier sent
Miles back and A. Gosano shot
high over when well placed.

The major- of the exchanges of
the opening half were of a singularly
featureless nature, neither side
doing themselves anything like
justice.

The Recreio were a
trifle smarter on the ball than
their opponents, but over-anxiety
led to many of their scoring
chances being wasted. Morgan
missed an open goal for Kowloon
by shooting tamey behind when
in a glorious position. The game
was unfortunately not entirely
free from incidents of a question-
able nature, neither side being
blameless in this respect. Several
exciting incidents occurred
around each goal mouth, but both
defences proved sound, and the
interval arrived with a blank
score sheet.

Recreio Score First

The standard of play improved
after the interval and Recreio
encouraged the hopes of their sup-
porters by taking an early lead.
Rocha netting from the rebound
after A. Gosano had struck the
cross bar with a fine drive.

Encouraged by this success the
Recreio forwards proceeded to
force the pace, Brown being an
outstanding figure in a zealous but
not very scientific line. Angus
earned warm applause by a mag-
nificent save from Brown, whilst
at the other end Beltrao, who
equally well in dealing with a free
kick outside the penalty area.

Kowloon drew level at this stage
through the medium of Easter-
brook, who drove in a shot from
long range, which was assisted
into the net by Beltrao, the goal-
keeper misjudging the flight of
the ball.

Kowloon were now having
much the better of the exchange
and forced several corners in
quick succession, none of which
was productive. A. Gosano had
bad luck at the other end with a
fast drive, which struck the cross-
bar. Kowloon were soon attacking
again and took the lead, Hannon
being the scorer.

The game had only been re-
started a few minutes when Kow-
loon went further ahead, Hedley
flashing the ball past Beltrao from
a fine pass by Miles.

The Recreio were by no means
out of the picture at this stage
but the grand defensive work of
Pile and Guest kept the forward
line well high impotent. Kowloon
came back with a well organised
attack initiated by Eastman, and
Hedley added a further point
from the former's centre.

Result:—

Kowloon 4
Club de Recreio 1

Shield—Division II

K.O.S.B. v. CHINESE ATHLETIC

This match played at the
Valley was, as has been the case
in previous matches, a case of
history repeating itself. The
Borderers, held for three-fourths
of the game, came away strongly
toward the close and won well in
a strenuous match by three goals
to one.

The teams went the whole pace
and play was close and exciting
until Crawley scored for the Bor-
derers.

The Athletic were not dismayed
and good forward play resulted
in Leung Tin, the clever inside
left of the Athletic, converting
from a fine cross over by Chau
Yuk.

The scores at the interval were
level—one each.

Borderers Lead

The game in the second half
was largely in favour of the Bor-
derers and Wong Yuen-sing in the
Athletic goal saved on numerous
occasions in fine style.

The Borderers were, however, much
the superior side and, excepting
for occasional breaks away by
Lee Fong on the extreme left, far
too much for Angus.

Although the Athletic rushed
the Borderers' goal Shears,
Martin, and Drury kept their
active opponents out. Cooke added
for the Borderers with a
clever hook after Wong had saved
brilliantly.

Pick of the Bunch

For the Athletic Wong was
splendid in goal, and Chan and
Ng Po Lau were also great on de-
fence.

Lee Fong, and Choy Ping were
the pick of a good forward line.
The Borderers were well serv-
ed by Shears in goal.

Martin and Drury were the
pick of a good defence.
Crawley at centre forward was
quite good, and Stevens and
Cooke were bright.

The final with the Navy should
be worth seeing.

NAVY v. SOUTH CHINA "B"

Soldiers Make Up Leeway

It was difficult to realise yester-
day that these teams were en-
gaged in a struggle for the
Junior Trophy, for the play was
singularly unimpressive and at
one period it looked as if South
China would run out winners.

The Navy took the lead early
in the game, Tilley being the
marksman with a well directed
drive from long range.

The Navy seemed incapable of
settling down to anything ap-
proaching their usual game and
quickly lost the lead when Chan
Chit-ming accepted a pass from
Yip Yum-sum and drove the ball
neatly past Langlands.

The Navy continued to play
very unconvincing football and
suffered a further reverse when
Chang Chung-tak netted after a
struggle in the goal mouth.

No further scoring took place
prior to the interval.

Play improved in quality after
the resumption, and the Naval
forwards, by adopting the long
passing game, began to have
matters very much their own
way. Sorbie obtained the equal-
iser and Gray was quick to add a
further point.

The remainder of the game was
all in favour of the Navy, their
superiority in weight proving a
considerable factor in the result.

Three further goals were added,
all of which were scored by
Cann, who played a sterling game
throughout.

League—Division II

SOMERSET L. I. v. EASTERN

A Player Ordered Off

At Chatham-road Eastern col-
lected full points from the sol-
diers in a game which proved to
be very sporting except for the
fact that Penny, through the
adoption of a threatening atti-
tude, was ordered off by the re-
feree.

From the commencement the
Somersets promised to be the vic-
tors, and it was purely due to the
efficacy of K. Ram that Kerle,
Penny and Hull failed to pene-
trate the Eastern citadel. At this
stage the most outstanding fea-
ture was the remarkably clever
play on the part of Evett, for the
Somersets, but he lacked support.

However, he battled gamely and
as the result of a well-timed cen-
tre to Seale the latter netted with
a cross drive.

On resuming Eastern assumed
a slightly more aggressive atti-
tude and some quite clever work
ensued between Leung Yum-
cheung and Cham Yu, whose
pretty foot work would undoubt-
edly have been effective but for
the alertness of Sergeant, who
proved to be a custodian of no
mean merit.

Eastern rallied and very short-
ly, through the medium of G.
Mohammed, drew first blood.
This was in the nature of a se-
back to the Somersets, and almost
before they had time to recover
Leung Yum-cheung again netted.

The game now became fairly
even, although the exchanges
proved slightly in favour of
Eastern.

KOWLOON v. SMALL UNITS

A One-Sided Game

Small Units defeated Kowloon
yesterday by the wide margin of
six goals to nil.

The game proved to be one-
sided from the kick-off, Small
Units taking all available chances
and missing few opportunities.

Jenkins, Gosling and Thomas
opened the attack for the soldiers,
but Moore cleared for Kowloon,
his shot landing on the foot of
Twelves, who passed in brilliant
style to Jenkins, this player be-
ing the first to score for Small
Units.

Small Units were now tho-
roughly enthused with the
desire to win, and Twelves netted
with a lovely first timer.

On recommendation the Small
Units again assumed the aggres-
sive, and in quick time Twelves
placed a red hot shot which was
far too much for Angus.

YACHTING

Commodore's Cups Re-Sailed

YESTERDAY'S RESULTS

At the Royal Hong Kong Yacht
Club yesterday afternoon there
was a re-sail for the Commodore's
Cups.

The course was:—1, Lyemun
Beacon (P); 2, Channel Rocks
(P); 3, Mark on line (S); 4, East
Rock Buoy (S); 5, Mark on line
(P); 6, Channel Rock (S). Dis-
tance: 9.6 miles.

Details follow:

H. & I. Classes
(Started 2.50 p.m.)

	Finishing	Corrected
Dianna (4)	4:18.44	4:16.20
Johnnie (3)	4:18.46	4:15.49
Dorothy (2)	4:18.08	4:12.32
Aiisa (1)	4:28.20	4:09.56

Y. & G. Classes
(Started 2.35 p.m.)

	Finishing	Corrected
Why Wonder (8)	4:30.40	4:39.12
Buenos (5)	4:35.00	4:35.00
Adnan (7)	4:39.23	4:39.05
Zephyr (6)	4:41.58	4:36.22
Gael (2)	4:39.52	4:37.09
Perrette (1)	4:42.42	4:39.18
Thelma (4)	4:47.41	4:37.58
Joan (3)	4:37.18	4:33.18

V.R.C. Rowing

The Victoria Recreation Club
held a scratch four rowing race
in the harbour in front of the
Club's premises last evening.

Three shells manned by crew
drawn from members of the Club
took part.

They got off to a fine start and
kept close together for the first
quarter of a mile, after which
J. M. M. Alves's crew drew away
from the others and, rowing well
with well timed strokes, won easi-
ly, passing the line many lengths
in front of the others.

S. A. Marcal's crew took second
place, whilst that of H. R. Pinna
brought up the rear. Yester-
day's race showed that there
is good rowing material among the
members of the V.R.C., and if the
crews will get together often for
training they ought to be able
again to take their place amongst
the best rowers in local regattas
and retrieve some of their past
glory in this particular sport.

It is intended to hold another
rowing race in about three weeks
time, after which trophies offered
for competition will be distribut-
ed.

HOLE IN ONE

Mr. Eldon Potter Wins Bottle of Whisky

A rare feat on the golf links was
accomplished by Mr. Eldon Potter,
K.C., yesterday. He was playing
against S. Henry Gollan, K.C. and
Mr. H. G. Sheldon on the Fanning
course, when he holed in one
at the eighth hole.

The accomplishment of this trick
won for him a bottle of Johnny
Walker whisky, offered by Messrs.
Candbeck Macgregor & Co., but it
did not prevent him losing the match
to the Chief Justice and Mr.
Sheldon.

The chances of a win for Kow-
loon were now reduced to a mini-
mum. The combination of
Angus, Moore and Nicolls was
good, but the elusive Twelves got
round them and increased the de-
ficit. Kowloon were now a
thoroughly defeated team and
Small Units spent the remaining
ten minutes in bombarding the
home citadel, with the result that
Gosling scored the fifth, and
Twelves the sixth goal.

R.A. v. CLUB DE RECREIO

An Interesting Struggle

The Gunners had little difficulty
in defeating the Club de Recreio
in a game packed with thrills at
Caroline Hill. The Recreio start-
ed with only eight men, and the
R.A. were quick to take advan-
tage of this handicap. Rawlins,
Rawlone and Gardner initiated
the offensive, and a snappy pass
to Reid resulted in the latter
drawing first blood with a low
drive which left Silva standing.

Within a few moments Watson
increased the lead from a cross
shot into the right hand corner
of the net.

The R.A. now had the run of
the play and within a few seconds
of half time Camp netted a third
goal from the touch line with a
long drive.

On crossing over the Recreio
made a brave attempt to rally,
but the R.A. attack proved to be
a destructive feature. Nothing
daunted, Gosano penetrated the
military defence, and recorded a
goal of merit.

This reverse was merely an in-
centive to the R.A. to greater
efforts, and Reid with a clever
"daisy cutter" defeated Silva.

Recreio now realised that a win
was impossible and concentrated
on the defensive, but brilliant
play by Schofield was responsible
for a further point for the R.A.
before the finish of an interesting
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BLOXHAM CUP

Police Get the Better of the Warders

KEEN TUSSLES

Following the All-Sports
Inter-Water competition between
the Police of Hong Kong and
Kowloon, recently, there have
been a lot of friendly argument
between the Police and the Ward-
ers as to who had the best fight-
ing men. The matter was
brought to a head when Captain
Bloxham, Assistant Superintendent
of Victoria Jail, put up a
Challenge Cup to be fought for
annually between the two Depart-
ments.

Arrangements were then made
to hold a tournament and the
Warders sent in 15 entries, but
owing to difficulty in matching
the men, weights being the stum-
bling block, only eight fights
could be arranged. The tourna-
ment was held last night in the
gymnasium at Police Headquarters.

In spite of all that the organ-
isers could do in juggling with the
weights, there was a big differ-
ence in poundage in some of the
fights, but nevertheless every
bout was well fought and in at
least one case, that of P. C.
Danbrowski, a lighter man won
in spite of a handicap of 20 lb.

The Police won six out of the
eight bouts and became the first
holders of the Bloxham Cup.

An Open Challenge

Just before the interval,
Warder Spoor, who challenges
any man in Hong Kong to a con-
test in weight lifting, strand pull-
ing and bar bending for the title
of champion of the Colony, gave a
very fine exhibition of the above
feats. In addition, he tore three
magazines placed together, and
then gave an exhibition of mus-
cles and muscle control which
greatly impressed the audience.

At the conclusion the Acting
Hon. Captain Superintendent of
Police (the Hon. Mr. T. H. King)
congratulated the Police on win-
ning the Challenge Cup, and also
the Warders on putting up such
a game fight throughout, thus
making the evening a very inter-
esting one for all.

Warder Spoor was also thank-
ed for his excellent exhibition,
Mr. King saying wittily that
when he saw Spoor tearing up
the magazines he could not help
thinking that Spoor must have
had a lot of bar chits in his time!
(Laughter).

Continuing, Mr. King said that
they must thank Capt. Bloxham
for donating the Challenge Cup
and added that, as the donor, he
should be in his place making the
speech, but when he (Mr. King)
mentioned that to him, Capt.
Bloxham offered to box him, and,
being a flyweight, he refused!
(Laughter).

In conclusion, Mr. King thanked
all those who had attended that
evening as tournament officials
and Sergeants Hunt and Fell, who
had worked hard in the organ-
isation of the tournament and the
training of the Police boxers. He
then asked Capt. Bloxham to pre-
sent the Cup to the winning team.

Capt. Bloxham presented the
Cup to Lance Sergt. Edwards,
captain of the Police team, amid
much applause. Afterwards he
was called upon to make a speech
and he simply said that he was
sorry that the Warders did not
win the Cup, but they would cer-
tainly have another smack at it
next year!

The evening closed fittingly
with the gathering singing "For
they are jolly good fellows."

The bouts resulted as follow:—
L/S. Nolan, 153 lb. lost to Wdr.
Dedear, 148 lb., on points, after
three rounds of good milling.

CRICKET

Official Season Now
Ended

CHAMPIONS v. THE REST

Seniors Win But Juniors Get A
Surprise

The official cricket season, locally, was brought to an end yesterday with the customary Champions versus The Rest match in the two divisions of the League.

The Senior XI of the Hong Kong C.C. as expected, accounted for the pick of other teams affiliated to the League, but the trouncing which their second eleven received was a surprise.

Veteran members of the Civil Service C.C. gave a younger team from the same club quite a scare at Happy Valley. It has been suggested that this old team might displace the regular C.S.C.C. 2nd XI in the League next year.

Division I

CHAMPIONS v. THE REST

On their own ground, the champions of the Senior League, the Hong Kong C.C., defeated The Rest by 24 runs.

Bowlers held the upper hand for the most part, and the scoring on both sides was low.

The champions started promisingly, the first wicket partnership, between Hayward (22) and Moor (11), producing 35 runs. A not set in the first 10 overs, five more wickets falling for an addition of 18. Mitchell and Hancock then improved matters, the former scoring 19 and the latter contributing 31 in quick time.

Comdr. Baker played a big part in the attack, bowling 17 overs and although his figures were not very convincing (3 for 29), he was largely instrumental in keeping the runs down for his side. Brace, however, did the most damage, taking seven wickets for 26.

The Rest opened shakily, and it was early apparent that their chances of passing their opponents' total were not bright. Hung (30) and Brice (18) were the only batsmen who played confidently against the bowling of Parker (5 for 16), who returned the best analysis on either side, and Dobbie (3 for 43). Scores:

Champions (H.K.C.C. 1st XI)				
A. W. Hayward, b. Baker	22			
O. Moor, b. Brice	11			
Rev. E. K. Quick, c. Hung, b. Brice	4			
Capt. A. G. Dobbie, c. Hung, b. Brice	0			
H. Owen Hughes, b. Brice	1			
Lt. W. H. Maxwell, c. E. F. Fincher, b. Baker	0			
E. J. R. Mitchell, c. A. H. Madar, b. Hung	19			
H. V. Parker, b. Baker	5			
H. R. B. Hancock, c. E. F. Fincher, b. Brice	31			
A. C. I. Bowker, c. Baker, b. Brice	6			
C. D. Wales, not out	20			
Extras	20			
Total	121			

The Rest				
W. Brice (K.C.C.), c. Quick, b. Dobbie	18			
D. J. N. Anderson (University), c. Hancock, b. Dobbie	0			
E. C. Fincher (K.C.C.), b. Wales	4			
F. I. Zimmerman (University), b. Dobbie	4			
W. C. Hung (C.R.C.), b. Parker	30			
E. F. Fincher (K.C.C.), b. Parker	11			
A. H. Madar (H.R.C.), c. and b. Bowker	13			
Comdr. F. C. Baker (R.N.), c. Owen Hughes, b. Parker	12			
F. E. Lawrence (K.C.C.), b. Parker	5			
A. B. Hanson (C.C.C.), c. Quick, b. Parker	3			
R. C. W. Thompson, not out	0			
Extras	1			
Total	97			

Division II

CHAMPIONS v. THE REST

On the Chinese R.C. ground, the champions of the Junior League (H.K.C.C. 2nd XI) lost to The Rest by ten wickets.

The batting of the H.K.C.C. was indifferent, Duckitt, with 36 to his credit, being the top-scorer. Summers helped with 18, whilst Walkinshaw and Dowler added 15 each, bringing the total to 126. Lacey, of the Police R.C., was in five bowling form and captured six wickets for 37.

One of the features of the game was the big partnership for the second wicket for The Rest between Kermann (University) and Mackay (Kowloon C.C.), which realised 162 runs. The University player was in one of his prolific scoring moods and, after opening cautiously, knocked up 127 runs. Mackay kept his end up in fine style and helped with 44.

Champions (H.K.C.C. 2nd XI)				
H. J. Armstrong, c. Mackay, b. Lacey	0			
L. W. Walkinshaw, b. Lacey	15			
W. Summers, b. Morgan	18			
E. R. Duckitt, c. Lee, b. Lacey	36			
G. E. R. Divett, c. Harper, b. Winfield	7			
R. H. Dowler, b. Lacey	15			
J. A. Summers, b. Morgan	18			
L. A. R. Duncan, b. Lacey	0			
A. Reid, b. Lacey	0			
W. K. Tait, b. Morgan	12			
H. L. E. Ewin, b. Lacey	6			
A. H. Gillingham, not out	13			
Extras	13			
Total	126			

BOWLING ANALYSIS.				
	O.	M.	R.	W.
Lacey	15	3	37	6
Lee	6	1	21	0
Morgan	10	1	27	2
Winfield	6	0	18	2
M. P. Madar	3	0	10	0

The Rest				
G. Lee (K.C.C.), b. Reid	4			
S. R. Kermann (University), c. and b. Duckitt	127			
N. A. E. Mackay (K.C.C.), b. Reid	41			
H. F. Harper (C.S.C.C.), b. Reid	3			
W. N. H. Murdoch (H.R.C.), b. Reid	1			
J. F. Winfield (H.R.C. & S.), not out	8			
L. Cpl. Morgan (R.A.O.C.), not out	3			
Extras	15			
Total (for 5 wks.)	205			

BOWLING ANALYSIS.				
	O.	M.	R.	W.
Reid	15	0	55	4
Summers	4	0	21	0
Duckitt	8	0	39	1
Tait	3	0	24	0
Divett	3	0	25	0
Walkinshaw	3	0	46	0

C.S.C.C. MATCH				
Styling themselves "the old lads", the veteran members of the Civil Service C.C., many of whom have not held a bat for over a decade, took on their own Second Division team at Happy Valley and lost by two wickets.				

It was a very interesting match, and "the fair, fat and forty" side, to quote another name given to the "old men", gave the "youngsters" a good run.

The manner in which Haynes and Brice defied the bowling of their more energetic opponents earned the admiration of the spectators but it did not come as a surprise to those who knew these players when they were amongst the stalwarts of the local cricket world.

Set 153 runs, the C.S.C.C. 2nd XI had an uphill fight, but, by dint of wearing down the old lads, they managed to win with two wickets in hand. Fletcher's bowling showed that he is not yet a back number and, if he had been put on earlier, a different tale might be told. Scores:

The Old 'Uns				
Haynes, b. Willmott	54			
Ursell, c. O'Neill, b. Edmonds	6			
Maughan, b. Grimmitt	0			
Brawn, b. Edmonds	38			
Sara, c. Booker, b. Edmonds	20			
Taylor, b. Grimmitt	10			
Deakin, b. Grimmitt	0			
Fletcher, st. Davies, b. Grimmitt	0			
Alderman, b. Edmonds	4			
Mycock, not out	14			
Lockhart, c. Grimmitt, b. Edmonds	0			
Extras	7			
Total	153			

BOWLING ANALYSIS.				
	O.	M.	R.	W.
Grimmitt	8	1	36	4
Edmonds	12	1	58	5
O'Neill	7	0	32	0
Chittenden	3	0	13	0
Willmott	2	0	7	1

C.S.C.C. 2nd XI				
Westlake, b. Taylor	52			
Willmott, b. Sara	16			
Davies, c. Deakin, b. Sara	0			
Edmonds, c. Ursell, b. Fletcher	24			
Carr, b. Fletcher	3			
Chittenden, c. Sara, b. Fletcher	26			
Grimmitt, c. Deakin, b. Mycock	35			
O'Neill, b. Fletcher	0			
Gull, b. Fletcher	2			
Randle, not out	18			
Extras	6			
Total (for 9 wks.)	182			

BOWLING ANALYSIS.				
	O.	M.	R.	W.
Ursell	7	2	33	0
Sara	4	1	34	2
Taylor	5	0	48	1
Fletcher	8	0	47	5
Brawn	1	0	8	0
Mycock	0.4	0	6	1

ALL OVER EVENS

(Continued from Page 1.)

	Winner	Places
Thunderbolt	311	486
Loch Aish	268	662
Monk	266	521
Flying Stag	88	168
The Jamaica	85	113
Noukhail	74	125
Summers	1,082	2,075

Of the three ponies which received support from backers, only one was placed—Thunderbolt, the winner, returning a good dividend. Here was another good race after a good start.

Monk had the best of it when the flag fell but Mr. Wong was content to let Mr. Soares make the pace on Flying Stag. Mr. Heard hung back last on Loch Aish.

After a furlong, Mr. Harriman took Thunderbolt to the front and, incidentally, was never headed, thanks to his judgement and the pony's speed. Noukhail was also sent up to the van. Next were Flying Stag and The Jamaica.

The two leaders drew away from the others and were about two lengths in hand at the last quarter mile post. Hereabouts Mr. Heard shot up from the rear but, after a hard ride, failed to make any impression. Thunderbolt stayed off all challenges and Noukhail just kept The Jamaica out, the latter finishing convincingly, with Loch Aish close up. Flying Stag was next and Monk a poor last.

Christmas Chimes had the rail berth but Mr. Heard induced Mr. Soares to make the running on Winsome Stag. And the latter proceeded to put seven or eight lengths between himself and the other two runners. At the foot of the incline, Mr. Wong took Chesapeake Bay alongside Christmas Chimes and these two steadily worked down the leader's leeway, getting on terms at the head of the straight.

Here Chesapeake Bay bored out—as he did last time—and again with fatal effects to supporters. Christmas Chimes swept past Winsome Stag and, in the last few strides, Chesapeake Bay did likewise to annex second money. Christmas Chimes carried the least money of the three but the betting was remarkably even.

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subsequent starts for the race, but in the event of a pony carrying the penalty not winning, 2 lbs. to be deducted next time he starts, such 2 lbs. to remain deducted until he wins again, when he will carry the full penalties without deduction. Penalties accumulative up to 15 lbs. In the event of two or more ponies tying with the same number of marks after five races have been run the owners shall either divide the value of the Cup which is hereby placed at \$1,000, or shall run off on a day to be fixed by the Committee, not being the same day as the last race for the Stakes but within two weeks therefrom. In the event of a run off the weights shall be weight for inches as per scale. Entrance \$5. 2nd prize: \$300. 3rd prize: \$150. Beith & Heard's Christmas Chimes 159 lbs. (Mr. Heard) 1

Hinson & Wong's Chesapeake Bay 154 lbs. (Mr. Wong) 2

Chan Tin-sion's Winsome Bay 149 lbs. (Mr. Soares) 3

Time: 2 mins. 02.3/5 secs. 1 1/2 lengths, a neck. Pari-mutuel, winner \$15.30; place, 1st \$14.90

Winsome Stag 548 145

Chesapeake Bay 532 132

Christmas Chimes 448 119

1,523 396

Mr. Heard came into his own. Carrying 5 lbs. more than he did a fortnight ago, he repeated his victory over Chesapeake Bay, reputedly the faster pony. And, this time, there was Winsome Stag out to crack a hot pace which looked like a successful attempt on the local record for the mile. As it was, Christmas Chimes finished the distance in 1.5 of a second over the best.

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	Winner	Places
Huntington	603	849
Monterey Bay	561	709
Buster	137	287
Imperial Hall	116	224
San Francisco	60	167
May	25	30
Ace of Spades	24	56
Summers	1,526	2,312

The favourite won, but just did it, catching the judge's eye by the second favourite, Monterey Bay, only a neck behind. Ace of Spades Huntington and San Francisco were in the van when the flag fell and the first named settled down to a fast pace. Going up the incline, San Francisco displaced Ace of Spades and Huntington remained third.

Then, when Ace of Spades petered out, Huntington disposed of San Francisco and showed he way into the straight.

Meanwhile Monterey Bay, Buster and Imperial Hall, the last named from the tail-end, swept up in a line, in the order named from the rails. Imperial Hall failed under pressure and Buster disappointed.

Huntington stuck on and was never headed. Monterey Bay was second and San Francisco, the outsider, having run wide, created a mild surprise by returning to the fray and getting third place.

Behind Buster (the fourth pony) were Imperial Hall and Ace of Spades.

	Winner	Places
Rummy	657	931
Half Pint	329	489
Alderley	253	442
Papaya	106	179
Inca	22	55
King's Parade	20	67
Duke of Milan	20	52
Charleston	10	25
Sopron	8	31
Pink Pearl	7	17
Summers	1,492	2,288

at any time, barred. Entrance Fee \$5. 1st Prize: \$400. 2nd Prize: \$160. 3rd Prize: \$100. Mancunian's Alderley 155 lbs. (Mr. Wong) 1

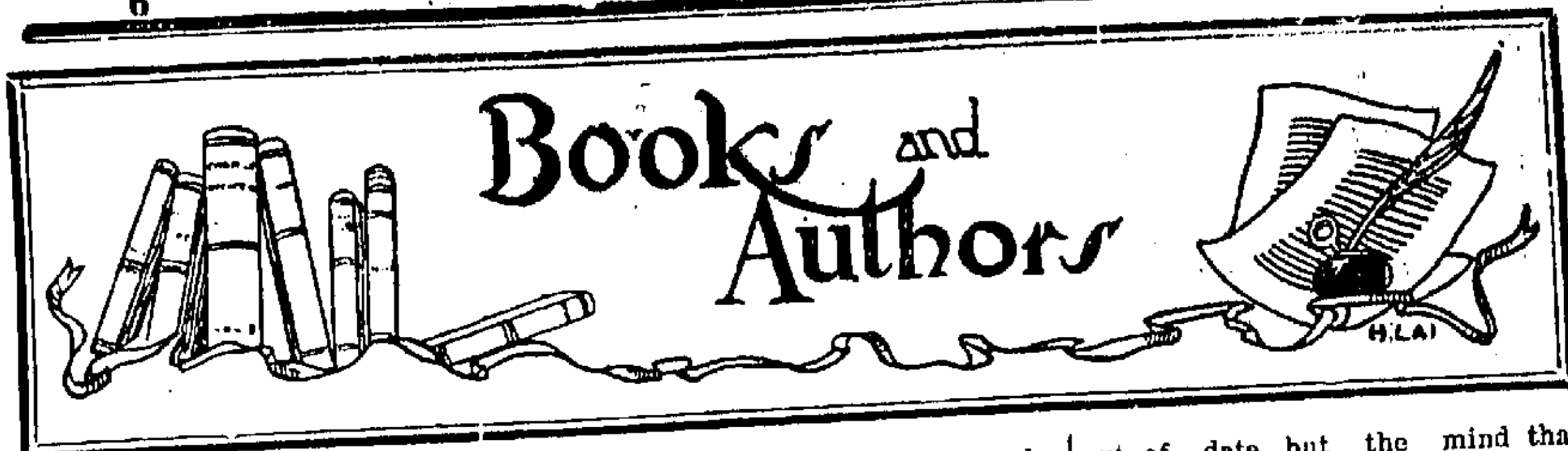
Hynes & Mackie's Papaya 148 lbs. (Mr. da Roza) 2

Service's King's Parade 146 lbs. (Mr. Churchill) 3

James's Rummy 160 lbs. (Mr. Heard) 4

H. R. Sturt's Charleston 140 lbs. (Mr. Botelho) 0

Lau & Lee's Duke of Milan 160 lbs. (Mr



"HERALD" REVIEWS

Olive Schreiner's New Book

["Undine," by Olive Schreiner; Ernest Benn, 7/6.]

Olive Schreiner is, to most people, the authoress of one book "The Story of an African Farm," that lovely and pitiful tale of Lyndall, the girl who had the courage to think for herself, and make her own life in the loneliness of the African veldt. The book is a passionate plea to the world to allow women the right to have social and economic standing as rational beings and not only as drudges or as dolls. "I once heard an old man say," cries Lyndall bitterly, "that he never saw intellect help a woman as much as a pretty ankle; and it was the truth.... A little bitterness, a little longing when we are young, a little searching for room for the exercise of our powers, and then we go with the drove. A woman must march with her regiment. In the end she must be trodden down, or go with it; and if she is wise she goes."

A Ghostly Tragedy

In "Undine," written when Olive Schreiner was eighteen, and now published for the first time, may be discerned some of the genius, and some of the material which went to the making of the later and greater work. Undine Bock, daughter of an English Afrikaner, living on a farm on the veldt, is like Waldo in "The Story of an African Farm," imaginative, and morbidly sensitive to religious of the bleaker Calvinistic type, tortured by a sense of sin, and driven into defiance of all accepted beliefs by harsh and unsympathetic treatment. She goes to

England, when a ghastly tragedy, the sudden madness of a beautiful and dearly loved aunt, almost causes the child to lose her reason. In time, she recovers from the shock, only to face with a worse; the man whom she loves, and to whom she is engaged, jilts her heartlessly and for no apparent reason, and in the violence of her revulsion against this treatment, she sells herself in marriage to his gross and repulsive old father. Their child, her only comfort, dies in infancy, and soon after the old sensualist dies too. Undine, almost penniless, for she will not touch the money for which she had sold herself, returns to Africa, and goes to the New Rush mines at Kimberley to find work. There, after much difficulty, because she is a woman, she manages to make a living by drudging as a washerwoman, and by her care redeems and saves from death a degenerate and besotted Englishman, sees the man she loves still die, neglected by the pretty and useless wife he had chosen in her place, and worn out by suffering, toil, and fever. Undine at last finds the peace of death.

A Happy Mediate

Like Lyndall, but less effectively because it is said from the man's point of view, and therefore less passionately, the "Piece of Perfection" to whom Undine had given her love, sums up the attitude to women that Olive Schreiner is always working to destroy. "A woman to be womanly should have nothing striking or peculiar about her; she should shun all extremes in manner or mode of expression; she should have no strong views on any subject, especially when they differ from those of her surroundings.... There is between all extremes a happy mediate, and there a woman should be found. Men may turn to one side or the other. A woman never must." This may seem very

out of date, but the mind that thinks in such a way is not extinct yet; and remember that this was written forty years ago by a child of seventeen.

The Horrible Cousin

In spite of the unnecessary heaping of tragedy on tragedy, so often a fatal temptation to the young writer, this book deserves to be read. The character drawing of the women is good; that of the men less convincing, except that of the horrible Cousin Jonathan, with 'his

enormous mouth—a mouth that seemed for ever hungering and seeking after something. The girl who wrote of this man with his 'half-angel, half-devil' nature had not had only happy experiences, and could see too well into the darkness where a man must stand and make war on his own soul. Sometimes the writing is a little stilted, a little formal, sometimes rather rhetorical and forced, but it is never slovenly, and often admirable. Much of it is alive with passionate feeling, and an artist's observation, burning with the force of a child's imagination, working at white heat to describe and convey to others the tortured self-analysis of the suffering and over-ried heroine. Artistically less perfect in structure and in style than its successor, the novel is none the less remarkable, and is one of the few juvenile works of a famous writer that is to be read for its own sake, apart from mere literary curiosity.

Youthful Editors Get Together



Newspaper men and women in the making meet each other annually at the Press Convention of Columbia University's Scholastic Press Association in New York. Joseph Murphy, above, founder and secretary, personally welcomed Betty, aged 10, and Esther Box, aged 17, from Rome, N.Y., as the youngest members attending.

CANADA FORGING AHEAD

FACTS AND FIGURES—By RALPH A. COOPER.

The tremendous and growing volume of Canadian wheat and wheat flour exported to the markets of the world is strikingly indicated in a summary of Canadian grain and flour exports for the first six months of the current crop year ended with January, just issued by the Dominion Bureau of Statistics.

Exports of wheat totalled 241,004,930 bushels valued at \$262,145,470 compared with 158,512,344 bushels valued at \$204,995,092 in the corresponding six-month period ended January 1928. Wheat flour exports in the period under review were 6,001,928 barrels valued at \$33,964,302 compared with 4,961,858 barrels valued at \$32,173,619.

Converting the Bureau's figures for barrels of flour into bushels of wheat, Canada's total exports of wheat and of wheat flour in the first half of the present crop year totalled 268,008,656 bushels as against 180,840,705 bushels in the comparative period a year ago. Exports of both commodities in the period under review were valued at \$296,109,772 compared with \$237,168,762 in the six-month period ended January 1928.

Also featuring the grain exports for the six-month period are substantial gains registered in the export of both barley and oats. Exports of barley at 26,400,282 bushels valued at \$17,452,282 show an increase in quantity of 9,905,015 bushels and in value of \$4,152,701 as compared with the six-month period ended January 1928. Exports of oats at 6,699,433 bushels valued at \$4,264,604 show an increase in quantity of 4,072,545 bushels and in value of \$2,667,547. Rye exports, however, show a decline from 5,524,350 bushels valued at \$5,464,705 to 4,156,348 bushels valued at \$4,258,879.

Canada's increasing barley trade was mostly with the United Kingdom, exports to that country gaining by nearly 9,000,000 bushels over the comparative period of a year ago. In wheat exports, the total to the United Kingdom was over 35,000,000 bushels higher and to other countries except the United States exports of Canadian wheat gained by nearly 45,000,000 bushels over the six-month period a year ago.

Northern Manitoba Development
"You will be asked to approve of the appointment of a commission to study and report as to the best and most effective method of bringing about the development of the hydro-

electric sites of northern Manitoba for the purpose of accelerating the development of that vast area," stated the Hon. J. D. McGregor, Lieutenant-Governor of the province, in the speech from the throne, at the opening of the second session of the 18th Legislature.

"You will be asked," stated Lieutenant-Governor McGregor, "to approve of a survey to ascertain the best location and probable cost of a highway connecting southern Manitoba with the Pas, to approve of a shorter railway route to bring The Pas mining area within easier access of southern Manitoba, and to approve also of a shorter railway route to Fort Churchill on the Hudson Bay."

Other important measures awaiting the approval of the Manitoba House, as foreshadowed in the speech from the throne included a plan providing for the extension of the provincial hydro-electric system to all rural communities that desire it, through a system of bonusing the construction of transmission lines, and inauguration of a system of agricultural development boards throughout the province.

Canadian Flier in Death Dive



Derailed as a result of a washout on the line, two cars and the locomotive of a Toronto, Hamilton and Buffalo train plunged over this embankment at Stony Creek, Toronto, killing two persons and injuring thirty-seven. This was the scene of Stony Creek battle in war of 1812.

Railroads' Improvement in Revenue

Figures which reflect the growing prosperity of the provincial railways serving the rich agricultural areas of the Peace River district, together with the line which has its northern terminus at Waterways, in the McMurray district, has been tabled in the Alberta legislature by the Hon. Fernor W. Smith, Minister of Railways and Telephones.

In the Peace River district the Edmonton, Dunvegan and British Columbia railway revenue in 1928 amounted to \$1,667,192, compared with \$1,369,132, for the previous year, an increase of \$298,060. After deducting all expenses with the exception of interest, there was a surplus of \$795,246 as compared with \$353,479, in 1927. The Central Canada railway which taps the same district had a revenue of \$164,054, compared with \$83,908, for the year 1927, an increase of \$70,146.

The Alberta and Great Waterways railway which furnishes access to the Mackenzie district of the North West Territories by linking up with steamboat navigation at Waterways had a total revenue of \$370,050 compared with \$331,642 in 1927. Net revenue exclusive of interest charges increased from \$19,223 to \$61,674.

Highwood Western Railway

Plans are well advanced for the construction of the first link of the Highwood Western Railway for which a charter was obtained at the last session of the Parliament of Canada, according to Harry A.

COUNCIL VACANCY

Chamber of Commerce to Nominate Member

MEETING ON FRIDAY

It is announced that a general meeting of members of the General Chamber of Commerce will be held on Friday to nominate a member of the Chamber for the Legislative Council during the absence from the Colony of the Hon. Mr. J. Owen Hughes.

Ford, promoter of the railway project to serve the Turner Valley oil field and open up coal areas on the Highwood river. The railway would run from Okotoks on the Calgary-Macleod branch of the Canadian Pacific Railway and ultimately it was planned to continue it to Sparwood at the lower end of the Elk Valley in British Columbia to connect with the Crow's Nest line of the C.P.R.

Negotiations were under way through financial interests in the East, stated Mr. Ford, looking to the underwriting of securities.

Canada's Hosiery and Knit Goods
The gross value of products of the hosiery and knit goods industry in Canada during 1927 was \$63,928,107, an increase of \$1,554,666 as compared with the figure for 1926 at \$62,373,441, according to the Dominion Bureau of Statistics.

In the year under review it is interesting to note that although the number of establishments engaged in the industry increased by only 1 to a total of 159, the capital employed increased by \$5,316,752 to a total of \$55,511,978 and the number of employees by 897 to 16,732. Salaries and wages in 1927 were \$13,750,024, an increase of \$906,106 over 1926. Manufacturing processes added \$26,218,362 to the value of materials which cost \$27,709,745.

Hosiery, silk or silk mixed and silk full fashioned, ranks first in value of production in 1927 with \$7,474,252, followed in order by underwear, separate, all cotton, with a value of \$6,054,316, sweaters, cardigans, etc., with a value of \$5,228,083, hosiery, woolen and worsted, with a value of \$4,252,085, and underwear in combination, all cotton with \$3,762,284. The province of Ontario lends with 71.27 per cent. of the total value of production, Quebec being next with 21.86 per cent.

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Not Written for Hong Kong
"Do not forget, if you are trapped in a building on fire, to keep cool and think; do not get excited. Shut the door of the room."

Do not jump unless absolutely necessary. It is often found possible to get outside the verandah rails and crawl along the wall to the next house or verandah via the drying stage. An alternative method is to tie sheets together securely round the bed-post (not the loose bed-rail), which should be dragged as near the verandah or window as possible and wedged; make sure the knots are secure, then slide down. If the smoke is very thick, remember that the closer to the floor the clearer the air, therefore crawl. To think is essential. Remember the Brigade will be on the scene in a very few minutes.

The foregoing No Matter comes from How Small Shanghai. But the Fire shouldn't read as though it were specially written for Hong Kong, after the King Edward Hotel fire? It is an extract from a chapter entitled "Fire Protection and Prevention" appearing in the Municipal Information section of "Hong and Homes (1928)" a Shanghai directory published by Francis C. Millington. It is not stated specifically whether the instructions are issued by the Fire Brigade through the Municipal Council of the International Settlement, or whether the publisher of the directory should take full credit for the abundant foresight shown. At any rate there are a number of paragraphs which apply just as strongly to Hong Kong as they do to Shanghai—the date of publication, 1928, is significant—and it is proposed, with the acknowledgment already given, to quote some of these. It should be noted that each paragraph is read in connection with the injunction: "In case of fire, no matter how small it may be, —"

When You Have to Jump
Two of these paragraphs stand out poignantly, in view of the terrible loss of life in the King Edward Hotel disaster, the finding of the special jurors at the Coroner's inquest, and the tragic scenes witnessed by spectators and described so graphically by Hong Kong Pressmen. Our advice is keep these two paragraphs:—

Do not forget that if you have to jump (the last resource, always) if mattresses are available, throw them out of the verandah close to where you intend to land. Get over the verandah or out of the window and hang on with your hands before dropping. In doing this, you lessen the fall by the extent of your height. Fall loosely. This often saves broken bones.

Do not forget that rubbish and combustibles stored under the staircase minimise your chances of escape, also that rubbish littered about the premises enhances the fire hazard.

Telephone the Brigade
The remainder of the chapter is well worth studying and, if not allowed to be tucked away in some dusty drawer, worth keeping as well:—

Do not forget to telephone the Fire Brigade immediately. Give house number, road and nearest road junction, and speak slowly and distinctly. It should be borne in mind that all fires have a small beginning. Make a special note of the Fire Brigade telephone number of your district, and hang it in a prominent position by the side of your phone. Do not panic. Do not forget, at night time, to wake every person in the house, and see that all are outside. Whenever possible, take a roll-call of the known occupants.

False Sense of Security
Do not forget that if it is a small fire, use buckets of water. If the water supply is some distance away, form a bucket chain, in which the people should be two or three paces apart. Do not forget that fire appliances installed in premises not properly cared for create a false sense of security. Do not forget that interfering with electric wiring, carelessly throwing away matches and cigarettes, allowing children to play with matches, lamps, candles or fireworks are serious fire

menaces and every year result in lives being lost. Do not forget that throwing kerosene or gasoline on a fire to hasten its lighting often makes a larger fire than is required. Do not forget that cleaning clothes with gasoline, benzine, etc., in a room where there is an exposed light is an exceedingly dangerous practice, and has its annual death toll. Don't you add to it. Work of this nature is far better done in the open, or, if done in a room, see that the window is wide open.

When Visiting that even Places where you have a fire installation, your first duty is to call the Fire Brigade. All hydrants and hose boxes must be kept free of all obstructions. All rubber-lined hose should have water through it once a month, care being taken to dry it and clean it thoroughly before replacement in the box. Your "boys" or staff should thoroughly understand the use of such appliances. Do not forget when visiting places of amusement to note the nearest exit to your seat, and, if a fire breaks out, walk quietly towards the exit. Do not run or push. More lives are lost by panic in theatres than by fire. Do not shout or yell. Shouting is a prime cause of panic. Do not forget that interfering with the firemen on their arrival is interfering with the extinguishing of the fire. Always remember that though it may be your house which is on fire, it is the Fire Brigade's fire once they are on the scene.

Christmas trees should only be and Fancy lit with low Dress Dances voltage electric lamps; candles are a great source of danger. It is far better to place a Christmas tree in an empty room as far away from the door and windows as is possible, and decorations and curtains should be used sparingly. Never dress children up in cotton wool to represent snowballs or other similar characters, unless the cotton wool has first been treated and made fire-resisting. Snap dragons should only be given at parties to grown-up people unless there is plenty of supervision. A good method to adopt at all children's or even grown-ups' parties is to have a large woollen blanket (not a cotton blanket) handy and a pail of water. A fire-extinguisher is also an excellent precaution when of the soda-acid or foam type, but on no account should a carbon tetrachloride extinguisher be used in a confined space, as the fumes given off render one liable to asphyxiation, though when used for electrical or fires in the open, they are excellent.

Cinematograph exhibition in private houses:—Attention Houses is particularly drawn to the very grave risks which are run in connection with this form of entertainment, especially where nitro-cellulose films are used (practically the only type used in Shanghai). In giving entertainments of this sort, machines should be put as remote from the exit as possible, and a pail of water with a small blanket kept handy. As a further safeguard, a fireman should be placed on duty, for which a nominal charge is made. Films should not be left exposed, and all smoking and naked lights kept as far away as possible.

Stage Interest in Things Chinese
Because of the hitherto uncongenial atmosphere, the bang-bang-bang of the orchestra and the length of time (usually 4½ hours), Europeans in Hong Kong make it a rule to stay away from the Chinese theatres. A good many years ago, local amateurs presented a show with a Chinese theme. Otherwise there has been very little stage interest in things Chinese. But read what one of the leading London dramatic critics said in mail week:—

"The most interesting, because the least conventional, production of this week will be 'The Circle of Chalk,' which Mr. Basil Dean, by arrangement with Miss Mary Moore, will present at the New Theatre. A play from the ancient Chinese by the German Klabund (English version by Mr. James Laver), it will be remarkable for the first appearance on the stage of Miss Anna May Wong, the Chinese film actress, who, as the

heroine sold into a tea-house, is pursued by misfortune until she is finally rescued from death by the young Emperor (Mr. Laurence Olivier)."

"The cast also includes Mr. Bruce Winston, Miss Marie Ault, Mr. George Curzon, Mr. Frank Cochrane, and Miss Rose Quong (another Chinese actress). Mr. Aubrey Hammond, who has designed the scenery and costumes, has spent long hours at the British Museum in pursuit of precise detail, and has been greatly helped by Mr. Arthur Waley; authorities on the period (early Ming) need fear no shocks to their sensibilities, as the greatest care has been taken that the small accessories—mirrors, chessmen, belt-buckles, and so on—should be copied from suitable originals. The music, which is based on Chinese folk-tunes, has been arranged by Mr. Ernest Irving, and will be played on Chinese instruments."

What is This Ancestral Worship?
This is the question asked by a correspondent who complains that several members of his Chinese staff have asked—and have been given—leave during the last week or two to go to "Canton more far" to attend the tomb ceremonies of the Ching Ming festival. The questioner admits that he is a newcomer. But there are even some old residents who confess to only a vague knowledge of the matter. The honours paid to the dead are called ancestral worship but many authorities object to the word "worship" with its English connotation. Ancestral worship appears as an established cult at the very beginning of Chinese history and it remains today, even with a strong preference for jettisoning old custom, as the chief religious practice of the Chinese race. Much of its present form, however, dates only from the Sung Dynasty (A.D. 960 to 1126).

Among the common people every household preserves in a shrine the wooden tablets inscribed with names, dates, etc., in which the spirits of the dead members of the family are supposed to dwell. Even in overcrowded Hong Kong, occupants of a cubicle often have these tablets, with an inscription for "the ancestors of all generations," there being no room to go in for detail. Every clan has its ancestral temple where incense is burnt daily before the tablets and there are ceremonial offerings of food at fixed intervals. On all occasions when the family is affected—by marriages, deaths, etc.—formal announcements are made to the ancestors. In Spring and Autumn there are also ceremonies at the grave.

"Condensed" Shrines in Hong Kong
The good side of this is the filial piety which is a great moral asset of the race. The sentiments expressed may be compared with the western bedecking of the grave with flowers. The evil side is the fear lest neglected ancestors should work evil to the family. Love and commemoration often give place to superstitious fears. It is obvious that the matter is of prime importance to Christians and it has caused much controversy. No one can object to human honours paid to the dead, a leading authority reminding us; but if the departed spirits are invoked as tutelary powers, able to work good or evil to descendants, if the worship paid them is comparable to that owed by Christians to God (the authority continues), then Christianity must call it idolatry and condemn it. Even then, however, there will remain the question how to deal with it. Some attack the system with direct hostility; others prefer to arouse no opposition, confident that when the Christian faith is accepted, the Chinese will change their views on other matters.

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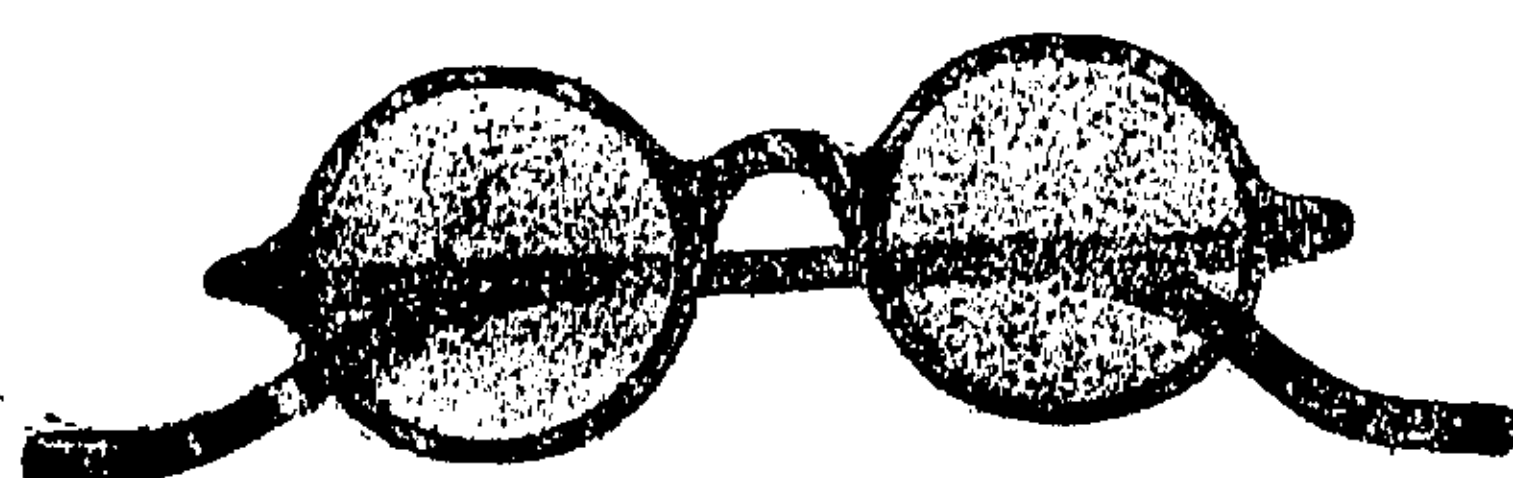
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Cable Address:—Herald, Hong Kong. Telephone Central 22 & 4641.

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London Office:—The Far Eastern Advertising Agency (London), Ltd., 36-38, Southampton St., Strand, London W.C.2.

HONG KONG, SUNDAY, APRIL 14, 1929.

Some Remarkable Admissions

DURING the week the daily newspapers have had ample scope for dealing with every possible phase of the inquiry into the disastrous conflagration at the King Edward Hotel, concentrating for the most part on the findings of the Jury in the Coroner's Court. They appear to have overlooked, however, other aspects of the subject as disclosed during the actual evidence in the course of that inquiry. Some of that evidence, in the light of the Jury's findings, makes more than merely interesting reading: it reveals a shocking state of affairs in many Government Departments.

Take the evidence of Mr. A. E. Wright, Assistant Director of Public Works. In producing the plans for the original Hotel building as submitted in 1902 he referred to subsequent variations and separate plans for various floors, but he could not say whether the building was finished before the plan was completed. The plans were "simply submitted for the information of the D.P.W., but apparently were not approved." The law—and presumably the P.W.D.—was satisfied by the passing of the original plan. To quote a phrase used at the Kowloon Magistracy during the week the "logical sequence" is that so long as an original plan is approved by the authorities, continual deviations can be made by owners of property and the authorities never trouble to ascertain the fitness of the building either for hotel, office, or residential purposes. Their eyes are kept shut to any possible shortcomings in the matter of inadequate fire escapes and inefficient fire-fighting appliances. The law is satisfied—and so is the Public Works Department, which incorporates the Building Authority. Surely this is an analogy that ought to be rectified with the least possible delay!

Furthermore, in regard to the Savoy Hotel and the alterations there, the Assistant Director of Public Works stated that whilst he could prevent the proprietors from putting in lathe and plaster partitions, he could not prevent wooden floors being left or re-instated. And "if" the Police would assist him he could ask him to refuse a licence for an hotel if concrete floors were not put in.

Inconsistent likewise was a portion of the evidence of the Acting C.S.P. and Superintendent of the Fire Brigade—although, it should be remembered, he stepped into the shoes of another a very short time before the fire and evidently carried on under orders. "It is not the practice of the Fire Brigade," we are told, "to visit the hotels and inspect their fire appliances." "There is no legal obligation"—that handy "get out" of all Departments when they fear they are cornered—"to do so." And yet he added that "the Brigade do so on request or when the Superintendent thinks all is not as it should be." Apparently the Superintendent in the case of the King Edward Hotel—if he knew of its existence at all—could have never given it a thought from the Fire Brigade's point of view. Evidently, nobody ever "requested" him to inspect it. He must have thought that everything was all right up to the morning of March 11—we do wonder what he thinks of the position now in face of the Jury's findings. In fact, the Acting C.S.P., when questioned by the Coroner, stated that "there could have been an extra escape ladder leading to the street," and he considered the present stone steps "unsatisfactory as they should be separated from the lavatories and servants' quarters." Subsequently, he admitted that he had never inspected or visited the King Edward Hotel, and, therefore, "could not express an authoritative opinion as to whether the building was fit for use as an hotel." He pleaded that he had no right of entry as an officer of the Fire Brigade—only as a Police Officer. And yet, although the Licensing Board are invariably guided in their duties by the Police, did it never occur to the present C.S.P. or his predecessors as Police Officers to visit this old building and personally ascertain its fitness for the purposes of an hotel?

Where comes in, it may pertinently be asked, the necessity for the Captain Superintendent of Police being also Superintendent of the Fire Brigade if, in the latter capacity, he advances such obstacles to his duties as "the lack of legal power?" In many other directions that could be mentioned the C.S.P. takes good care—sometimes, perhaps, rightly—that he has all the legal power he wants. His evidence appears to us the best possible answer to the argument that it is high time that the Fire Brigade had its own expert Superintendent, detached entirely from the Police Department that pleads the "lack of legal power."

The unhappy admissions of all the Government witnesses during the inquiry cannot but add to the impression that Government Departments are being run in a happy-go-lucky sort of manner. If the one will help the other, or condescendingly request (!) the other to do something that assuredly ought to be done for the welfare of the community, good and well—if not, then God help us all in an emergency or catastrophe!

HONG KONG FAIRY STORIES

Our local Government is quite satisfied with the jury's decision in the King Edward Hotel fire inquiry.

Jupiter Pluvius has promised to give the Colony all the water required by the end of the month or at latest next month.

The Indian and Japanese lawn tennis players are delighted that a Chinese has won the open championship.

Our local A.D.C. players are so elated with the praises showered upon their "Dover Road" performance that they intend to perform it in Drury Lane, London, after which they will play "Hamlet," etc.

CORRESPONDENCE

Where One Can Be Married

(To the Editor of "Sunday Herald.")

Sir,—To your reader who asks the "difference between marriages in churches, and the registry," you say the law is clear on the point, and give a list of churches laid down by the legislature where marriages can be "held." But the real answer is that one is legal and the other is not. May I point out that the mere fact of the marriage being held in a religious institution does not alone constitute its legality. It is the legal registration of the civil contract that is all important and binding, and really all that is necessary to the law on the point.

Whether or not the religious ceremony is held, has no bearing whatever upon the civil contract, and which is, as you say "largely a matter of personal opinion" depending, of course, upon the religious beliefs of the parties.

But where, as in many cases, no religious beliefs are concerned, or involved, no religious ceremony is necessary, or desirable, as you have said "the law is clear on this point," without—if I may say so—pointing out what is clear in answer to his question and seems to me should be made known to such enquirers.

Yours etc.,

SATIREV.

Hong Kong, April 8.

LIFE-SAVING GEAR

Addition to the Local Regulations

LAUNCH OR MOTOR-BOAT

New regulations under table E in the Schedule to the Merchant Shipping Ordinance, 1899, are announced, together with an amendment. The regulation inserted, to come into force on Oct. 1, 1929, is as follows:—

Every launch or motor boat, when plying or being used as a ferry, shall be equipped with life-saving appliances consisting of standard life buoys, standard life belts and standard life-saving rafts sufficient for not less than fifty per cent. of the number of persons the vessel is licensed to carry. The proportion of each of such classes of life-saving appliances shall be determined by the Harbour Master in each case. Every launch or motor boat, when not so plying or being so used, or which does not so ply or which is not so used shall be equipped with life-saving appliances as follows:—

(i) Vessels in Class I shall be equipped with at least 2 standard life buoys, and with standard life belts for not less than fifty per cent. of the number of persons the vessel is licensed to carry.

(ii) Vessels in Class II shall be equipped with at least 4 standard life buoys, and with standard life belts for not less than fifty per cent. of the number of persons the vessel is licensed to carry, also with standard life rafts or buoyant deck seats sufficient to accommodate not less than fifteen per cent. of the said number.

(iii) Vessels in Class III shall be equipped with at least one boat, in such a position that it can be readily got into the water, and with at least 8 standard life buoys, and with standard life belts for not less than fifty per cent. of the number of persons the vessel is licensed to carry, also with standard life rafts or buoyant deck seats to accommodate not less than twenty per cent. of the said number.

Notification

Under authority of Merchant Shipping Ordinance, section 39 subsection 13, vessels are prohibited from mooring to the seawall in Yau-mati typhoon shelter between a position 150 feet to the north of the Government slipway pier where a notice board has been erected, and the Government slipway pier.

THE "HERALD" CALENDAR

April 15, 1899.—British flag hoisted at Taipeh, New Territories.

April 15, 1908.—Junk Bay Flour Mills, Hong Kong, suspended payment.

April 17, 1871.—Telegraph from Hong Kong to Shanghai opened.

April 17, 1891.—Execution in Kowloon City of 19 pirates, including "Nomon" pirates.

April 10, 1913.—Mr. Francis Joseph Badley, Captain Superintendent of Police, Hong Kong, retired or pensioned.

April 19, 1880.—"Sir Charles Forbes," the first steamer in Chinese waters, arrived in Hong Kong.

D. B. S. SPEECH DAY

(Continued from Page 1.)

of and to thank the Founders of this School and Orphanage and all faithful and hard working members of the Committee and of the Staff.

Everyone, I am sure, will agree with me that the last five years have been among the most difficult which the School has ever had and that it has passed through them successfully.

On behalf of the Staff, the Scholars and of myself I heartily thank the Chairman (the Right Reverend the Bishop of Victoria) and the Members of the Committee in 1928 for the many hours of hard work which they have given for the welfare of the School. The Finance Sub-Committee has been most considerate in all difficulties and on this occasion we should put our thanks on permanent record; the Chairman at the beginning of the year was Mr. A. H. Compton, who has long been a great friend of the School. Mr. H. B. L. Dowbiggin acted as Chairman during his absence from the Colony. Mr. P. S. Cassidy, who has been on the Committee since 1922, has been most indefatigable as Honorary Correspondent and Secretary. The other members of the Finance Sub-Committee were Mr. G. S. Archbutt, Mr. C. Blaker, Professor G. T. Byrne and Mr. W. L. Pattenden.

The Hon. Sir H. E. Pollock, K.C., gave much valuable advice to the Committee and the Finance Sub-Committee.

The Headmaster has postponed his leave to England from 1929 to 1931 and from September 1929 he will live at the School; he is signing a new agreement with the School for six years to date from November 1929 when his present agreement expires.

Effect of the Military Occupation

The effect of the Military occupation of the School Buildings can be judged from the following facts. In March, April and May, 1926, that is in the first three months after we had moved from the island to the new school on the mainland, our average attendances were 298, 289 and 300. In March, April and May, 1927, our first three months in the Temporary Premises after we had been forced to leave our own buildings at very short notice, our attendances were 232, 216 and 205.

On our return in 1928 our attendances for the same three months rose to 254, 246 and 260.

Our great loss has been in Day Boys who left in 1927 to go to other Schools when they realised that our accommodation in the temporary premises was not ready and had no science laboratory. For example nine of our best Chinese boys left from Class 3, as a result of which we had a very poor Class in 1928 and Class 1 in 1929 will suffer similarly. We also lost heavily in Classes 6, 7 and 8 as it was not to be expected that parents would send small boys to a School where alterations might cause danger; this same reason, for example alterations to the top storey, kept many small boys away in 1928. We hope to recover more in 1929 but it will not be until Chinese New Year 1930 at the earliest that our numbers can be expected to equal those of the first few months of 1926.

Financially we are passing through a difficult period. The same staff could cope with about forty more Day Boys who would increase our income by about \$6,000.00 on a permanent roof to half the building and on altering the top storey to suit our needs. It would have been much better for the School if we could have done this at a more convenient time.

Messrs. Lam Woo & Co., the Contractors, have very been kind indeed in promising to wait for payment. Without this help we could not have carried on the work.

The Prospectus and Syllabus

The work in Geography and Mathematics has been rearranged in the lower classes. General Knowledge, Hygiene and Singing have been added for all Classes.

Under General Knowledge and Hygiene it is intended to give definite instruction in manners, rules of conduct, deportment and demeanour and with regard to clothes, appearance and mental and physical fitness.

In Singing the whole School is taking a great interest. There has been a marked improvement since we have been able to have practices of several classes together in Hall. We would like to see more boys learning the piano and instrumental music.

Since the year 1922 we have had no prizes for work or games and the system is working very well indeed. A more detailed Prospectus and Syllabus with six illustrations of the buildings and grounds was published at the end of the year. Judging from the numerous applications we have received for this Prospectus it is highly valued by Parents, Guardians, Scholars and other Schools.

Religious Instruction

This has always received special attention throughout the School. In 1928 more details have been put in the Syllabus and an attempt is being made to make the teaching of religion more real by general references to the Church Calendar, the Services and the History of the Church and, in the higher classes, to Comparative Religion. In future we hope to make more use of the Church Services at School Prayers, at which our Singing has improved.

Two books have been introduced in the preparation of Confirmation Candidates. They are (1) A Modern Confirmation Manual by the Rev. H. K. Luce, M.A., Master of the King's Scholars, Westminster School, with a Preface by the Headmaster of Harrow and (2) The Creed of a Schoolboy by the same author, with a preface by the Rev. H.R.L. Sheppard.

About twenty-five boys have been prepared for Confirmation during the year; most of these boys will be presented for Confirmation early in 1929.

The Boarding Accommodation

This has been greatly improved. A new permanent roof has been constructed on half the building and a large dormitory formed in the North Block with two masters' rooms at each end. A new small boys dormitory is now being made and will have its own bathrooms with hot and cold water and a room for two amahs adjoining. In the main sanitary block on the top floor a large new bathroom with hot and cold water has been formed; there are five shower baths, two bathrooms and twenty-four basins, etc., this is in addition to the bathroom already existing on the ground floor.

The dining room is being rearranged and new crockery, tables and cutlery are being purchased.

The Orphanage

In March there were twenty free boarders and seven at reduced fees; there were four free day boys and forty-eight at reduced fees. In September there were twenty-four free boarders, six at reduced fees. We are grateful to the Hong Kong Benevolent Society for paying part fees for cases sent through their Society, in conjunction with which we work very closely both as regards children and parents. In 1928 the Society helped to support five boys for the whole of the year and three for part of the year.

We thank the Medical and Nursing Staff of the Kowloon Government Hospital for their kindly interest in all cases sent to the Hospital as In and Out Patients. We also thank Drs. C. T. F. H., and I. W. Kew and Messrs. Lazarus for assistance kindly given to boys.

The Government Inspector's Report for 1928

The Inspector of English Schools, Mr. A. R. Sutherland, paid a visit to the School on July the 10th and inspected the Class Registers, the Times Tables and the Syllabus.

The annual inspection was on October 3 and 11. The Report is as follows:—

Building.—Very good.

Equipment.—Satisfactory.

Attendance.—On Roll 283 (227 in 1927). Present at inspection 266 (216 in 1927).

Staff.—Adequate, according to Code requirements.

Organisation.—Classes 1—8, 8 being divided into 8i and 8ii.

Discipline.—Excellent.

General.—Dates of Inspection—October 9 and 11.

I spent two mornings and two afternoons in the School and inspected each class in turn.

In the lower school I found that English was not used sufficiently during the Arithmetic lesson. Chinese boys are naturally good at Arithmetic and should be promoted more on their knowledge of English subjects than on that of Mathematical Subjects.

Except in Class 4, which proved a very dull class, I found all work good.

All written work was neatly set down.

This was particularly good in Class 1 which was a very interesting class indeed.

The school is very efficient.

University Local Examinations.—Twenty-three pupils were presented for the Matriculation and/or the Senior Local Examination of the Hong Kong University.

Twelve passed the Matriculation Examination.

Three passed the Senior Local Examination.

Thirty-one pupils were entered for the Junior Local Examination and fourteen passed.

Grant.—I recommend that a grant be paid in accordance with the conditions of the Grant Code.

Examination Results

In the Matriculation and Senior Local Examinations our results were excellent.

Our system is to promote boys from Class 2, the Junior Class, to Class 1, the Matriculation and Senior Class, according to our personal knowledge of their abilities and to insist that all boys in Class 1 must enter for the Matriculation Examination. This system admits to Class 1 good scholars who may

(Continued on Page 15.)

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Hongkong Sunday Herald.

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HONG KONG, SUNDAY, APRIL 14, 1929.

9



"AT HOME" AT KING'S PARK, KOWLOON.—Held by the China Light & Power Recreation Club last Sunday when a large crowd accepted the hospitality dispensed lavishly.—(K. Fujiyama).



TREVESSA TROPHY WINNERS. — The team from the s.s. "Haiyang," in the "colours" of the Douglas S.S. Co., with Mr. Twibill (in centre), and trophies, winners of the local ship's lifeboat race held in Hong Kong twice a year by the Royal Hong Kong Yacht Club.—(K. Fujiyama).



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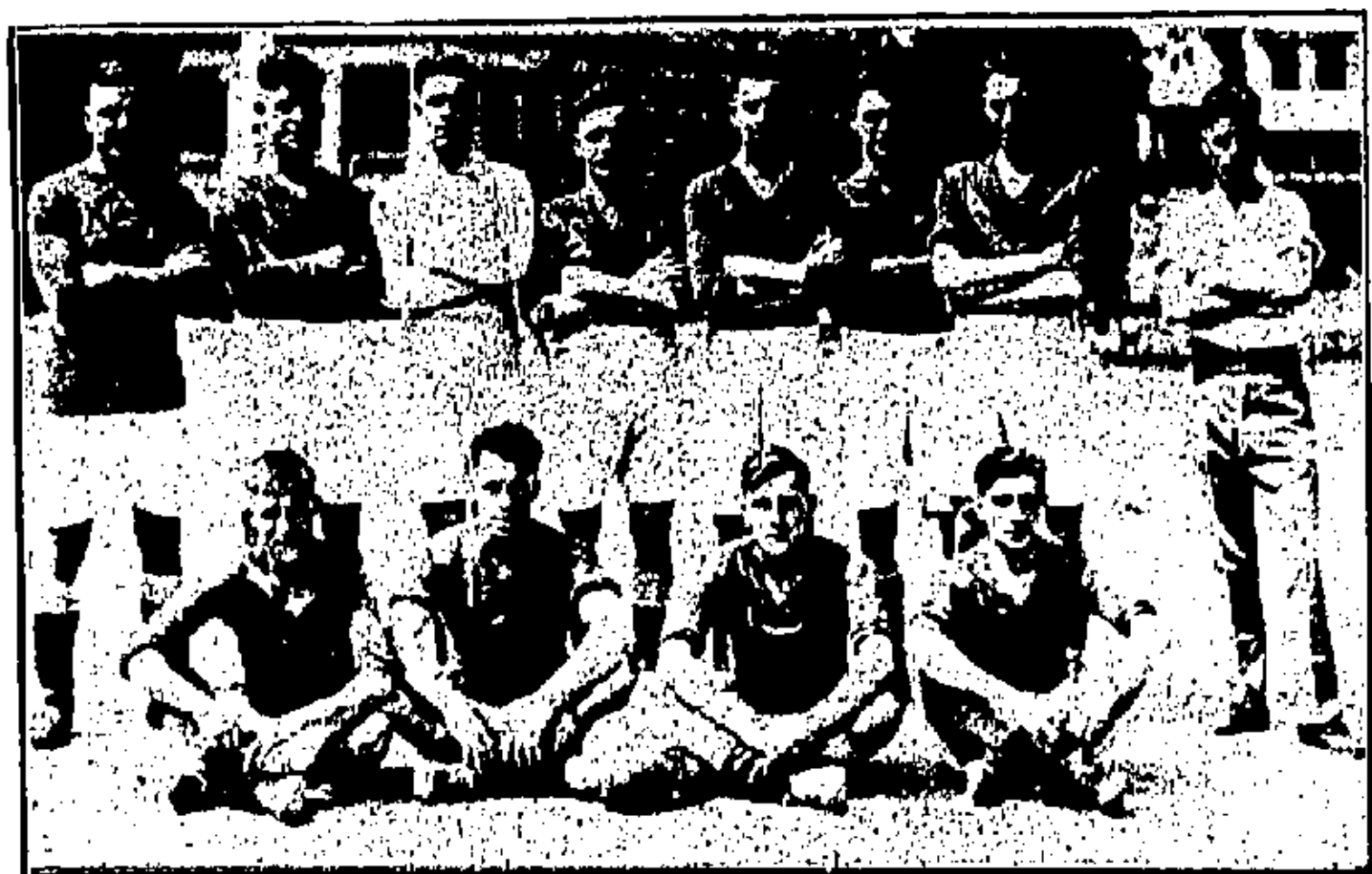
COMMENDATION.—Sgt. L. R. Whant (right) facing H.E. the Governor (Sir Cecil Clementi) at the annual Police inspection on Wednesday.—Sgt. Whant was commended for alertness and zeal.—(A. Fong).



23 YEARS' SERVICE.—Divisional Inspector John Ogg, of the Water Police, receiving the 4th class medal from H.E. the Governor, for zeal and diligence, at the annual inspection.—(A. Fong).



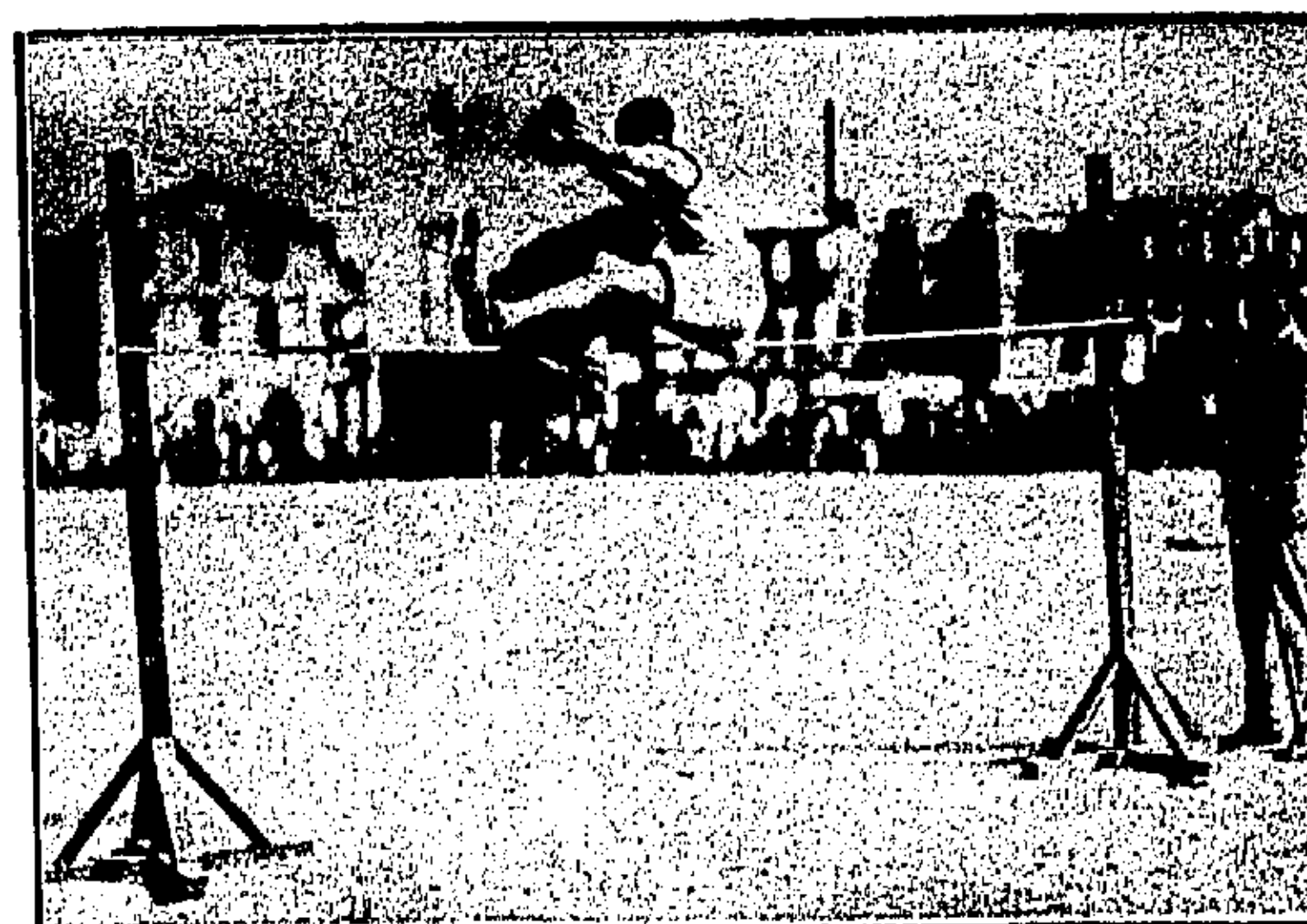
4TH CLASS MEDAL.—Acting Det. Insp. L. P. Lane (at right) being congratulated by H.E. the Governor at the annual Police inspection on receipt of the 4th class medal for merit in connection with the "Sunning" piracy and Treasury fraud case.—(A. Fong).



RUNNERS-UP.—The No. 10 Platoon ("C" Company) team, runners-up in the inter-Platoon Soccer Cup competition of the 2nd Batt. the King's Own Scottish Borderers.—(K. Fujiyama).



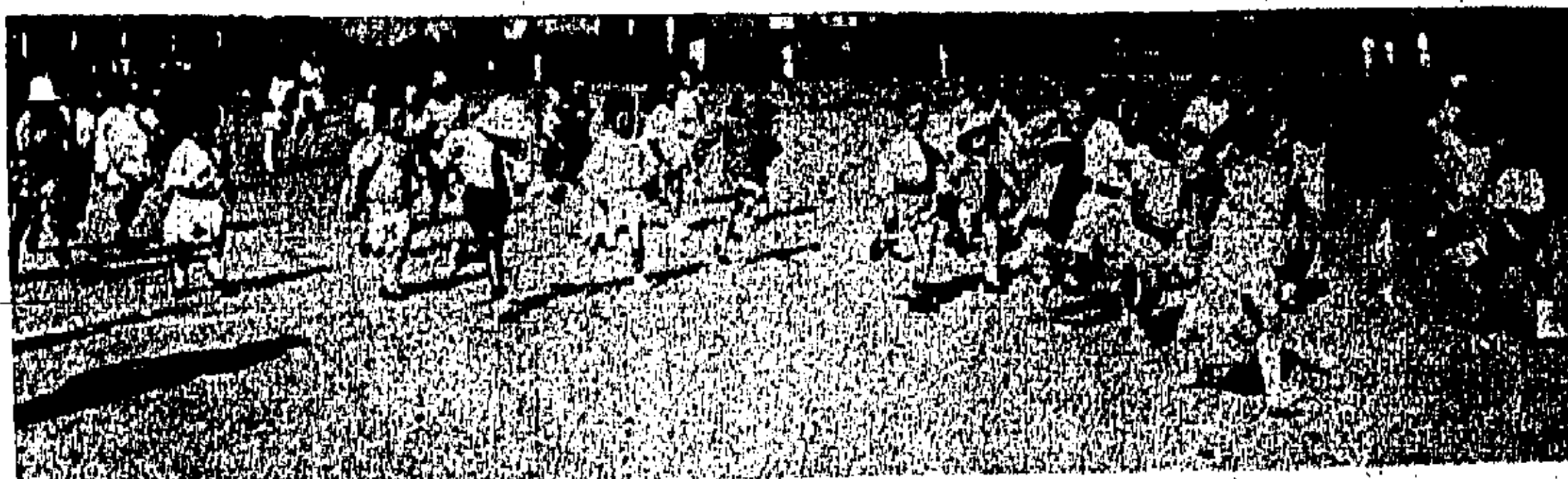
OPEN SINGLES. — H. D. Rumjahn (left) who beat Lim Peng-chin in five sets in the H.K.C.C. annual tennis tournament.—(K. Fujiyama).



THE HIGH JUMP.—L/Cpl. Lovell, clearing 5 ft. 3 ins. at the athletic sports of the 1st Batt. the Somerset Light Infantry at Shamshuipo.—(K. Fujiyama).



"HOT RICHIE."—And his two "flames" at the athletic sports of the 1st Batt. the Somerset Light Infantry at Shamshuipo.—(K. Fujiyama).



SOMERSET LIGHT INFANTRY'S SPORTS.—Held at Shamshuipo on April 6. Here is seen the race for children, won by Millie Crawley. May Reeves was second. Harold Perry and Kenneth Perry won the first and second prizes for boys.—(K. Fujiyama).



GOVERNOR OF MACAO.—H.E. Senhor Barbosa (centre, left), on the "President Monroe," on which he sailed from Hong Kong to go on long leave.—(K. Fujiyama).



MISS JOSEPHINE KILFOYLE.—Of the Banvard English Comedy Co., at the "Star Theatre, Kowloon.



LOCAL TRIANGULAR RUGGER.—The Army team which lost to the Royal Navy by 6 points to 20 in the annual competition.—(K. Fujiyama).



AT STONECUTTERS.—Rifle teams from H.M.S. "Cornwall" on one of the ranges at Stonecutters Island, Hong Kong.—(K. Fujiyama).

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The Woman's Page



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Lounging Made Stylish



During those languid informal hours, when one is not on dress parade, it is still possible to effect attractive costumes, and this is one of them. The model is wearing gold coloured satin pajamas, fashioned along mannish lines with black satin girdle and trimmings.

A GULLS' MEETING

In the search for early flowers we discovered a grave breach of good manners on the part of the gulls who will be soon finishing their visit to London and leaving the parks and Embankment to London's own birds. A glimpse of white, and something that seemed to move, caused us to gaze attentively through the shrubs which guard the grounds of Kensington Palace on the south side. But these were no snowdrops, they were gulls holding a meeting on the grass, shut in by the green boughs, and as much at home as if the lawn of a palace were their natural home. Gatecrashers in the bird world evidently, and as far from shyness in the situation as their human parallels.

WOMEN DEBATERS

HOW THEY ARE WINNING THEIR SPURS

STUDY CIRCLES

It is no new habit for women to get together in order to discuss things. But of recent years we have exhibited this feminine complex to such effect that the voice of women in debate has now become a power which moves Governments to action, reconstitutes industries, remodels social systems, and makes itself felt in every facet of the nation's interests, writes Elsie Winter in the "Daily Telegraph."

In public affairs there is scarcely a problem—from Colonial policy to smoke abatement, from mixed marriages to fiscal reform—which women in conference, council, committee and club have not debated with such marshalling of vocal energies that public opinion has been aroused and, in many cases, new laws have been created to meet facts which debate has laid bare.

Woman's incursion into the professions and industries, her appointment to many responsible public positions, and, lastly, the active part which the enfranchised woman may now take in her country's affairs have engendered this new spirit of debate which activates not only the more ponderous women's movements, but which is vigorous in the fireside-talk groups, discussion groups, study circles, model parliaments, and model councils, the modern



For the rainy season.

debating clubs of our towns and villages.

Valuable Training

Women members of these clubs find in debate much more than the excitement of discussion. For debate is a valuable training in business and professional work as well as a definite health-promoting exercise.

To debate well, one must speak well; and voice production, with its factor of deep breathing, affords a literal course of health exercises, while the nervous system rapidly becomes attuned to confidence and composure by public speaking.

The training of a good speaking voice by practice in debate is an obvious asset to business and professional women whose work entails interviews, speeches, dictation, or, as in the work of a saleswoman, cultured and persuasive conversation.

Preparation for debates, the search for facts and information, either by reading or personal inquiry, promotes mental alertness, trains the powers of observation, teaches the systematic arrangements of facts, calls for the exercise of judgment, and teaches the invaluable art of discovering general principles from a study of details.

Course of Study

Of the different types of debating clubs, the fireside-talk group of eight or ten women meeting at one or another's house, and the discussion group of twenty or more members meeting in a club-room, are those with the simplest debating programmes, a topic being chosen, investigated, its pros and cons dissected, discussed, and resolved. Study circles elaborate on discussion groups by making a definite course of study—usually in a subject of business or professional importance—their basis for debate.

Model parliaments and model town councils are organised on the lines of real bodies of their kinds, and debate political and public questions.

Golfing Costumes



Costumes of four prominent lady golfers, showing also positions in playing.

Many large business and industrial firms have their employees' debating clubs—by discussion of working problems they often elucidate important industrial innovations. Women's colleges, girls' schools, and women's clubs are energetic in the field of debate; the majority of women's societies working for political and social objects conduct a great deal of their activities on the lines of debate.

In principle all debate should have a definite object, to educate its participants, to promote



Pretty spring model.

economic, literary, scientific, or artistic knowledge, or to resolve public and social questions.

Way Things Happen

By debating public problems it is often possible to submit resolutions to higher public bodies, who, in turn, may bring them to governmental or official notice, and so set in motion legal, social, or industrial reforms.

For educative purposes some organisations encourage discussion circles and debating clubs, amongst them the National Home Reading Union and the National Adult School Union, with whom organisers of debating clubs may get in touch.

AN OLD SERENADE

A paragraph in a newspaper the other day told of a butcher at Smithfield being given the butchers' serenade of marrowbones and cleavers. Anyone interested in old customs must have been pleased to note that this one still survives, for sixty years ago a writer spoke of the Butchers' Serenade as "one of the old institutions of the London vulgar, one just about to expire." Evidently old customs do not die as easily as that, or else the butchers are a conservative people.

Hogarth introduces this serenade in the "Marriage of the Industrious Apprentice," and the serenade was not alone for other butchers about to enter the holy estate of matrimony; the serenaders used to assemble outside a house where a wedding party was taking place, and there entertain all with-in hearing. But even a love of old customs would hardly reconcile one to hearing this demonstration in the crowded, noisy London streets to-day.

PICTURESQUE

Printed effects are, in many cases, just veritable pictures. In flowered patterns small, and often stiff, designs prevail on satin and crepe-de-Chine. The chiffon range may show larger straggling scrolls, especially in flowers but the tendency in designs seems rather to favour those from the eighteenth century. Blanchini gives us many lovely delicate shades for summer, such as pale rose, lily-green, Venetian red, and a prawn apricot, which is new. Green-and-beige, like black-and-white, seems one of those discreet alliances sponsored by several good dressers.

"SMOCKING"

FOR THE BOUDOIR AND BOULEVARD

POPULAR AGAIN

It would seem that smocking is becoming popular again, at least "honey-combing" is the name given to this fancy-work to-day. At one time, smocking was exclusively the decoration for a child's overall. Now it may be seen on silk pyjamas, as the entire yoke of an afternoon frock, and as the light trimming on a white silk jumper. It is worked in small quantities only, and is more favoured on the yoke of the garment than at the cuffs.

Fur Like Silk

Goat skin is a fine pelt, very similar to the flat furs one associates with trimming to summer coats. It is most successfully used just now for long coats, its popularity as trimmings to cloth coats not being very marked. The fur is of such a supple quality that it lends itself admirably to the fussy details one expects only from cloth coats. Sleeves are gathered, the back may be pouched, or a swinging cape is added, and the collar will probably be arranged as a scarf.

Undies of Colour

Quite a number of the new woolly undies are striped, the colours running horizontally. Vests are seen made of fine wool, with broad cream stripes alternating with pink ones. In some designs, the stripes vary in size. In this way, black is blended with orange, or pink; but the paler colours are likely to be more favoured. Other woolly vests have



In light straw.

merely a band across the top showing tiny stripes, and cosy knickers with shaped knee bands are striped to match.

For Baby Feet

Children are wearing delightful shoes and sandals at their parties. Flat sandals with elastic ankle straps are made in gold and silver kid, while other sandals are covered or embroidered. Cromwell shoes with crepe-de-chine, plain, painted with a large tab in front look particularly ingenious, and brocade shoes for older girls have low heels slightly shaped. Other party shoes in gold and silver kid have fancy side straps fastened with pretty buckles of diamante.

Finishing a demi-toilette, has the ends and centre dusted with diamonds. A new hat pin of onyx is ringed with diamonds and so forth.

Lectures on Frocks



Mrs. Mildred Bedell Quinn, New York society woman, divorced wife of Edward Quinn, is giving up a life of ease and luxury for a career. As head of the fashion department of the chain of stores founded by her father, she plans an American lecture tour, illustrating it with a collection of frocks she brought from Paris.

FILM HEROINES

Speaking of clothes, I admire respectfully the film heroines who go through the most startling adventures and emerge with their clothes looking as neat and their permanent waves as well set as when they started, says a writer. I am a child in matters of the cinema, but even I was inclined to rebel when I saw a heroine rushed on board a sailing-ship at the last moment in a thin summer frock and no hat, and appear a couple of months later, after storms, a mutiny, and other hardships, wearing the same dress and apparently unaffected by her experiences. The sight left me quite cold towards the story, whereas if she had appeared in sailors' clothes or even garments made of sailcloth, and her hair flying wild, I should have turned a sympathetic eye upon her adventures. Producers should make allowance for our having some observation as well as sense of humour.

GEORGETTE FAVOURED

Among diaphanous materials, georgette will be used in addition to chiffon. As a foundation for embroidery it is certainly a more practical proposition, as it is necessary this season to take jewelled and many pictorial embroideries into consideration. Jewelled decorations are very prominent. A sparkling back view reveals a yellow stain frock held up by rings of strass. A bow of black lace, (Continued at foot of preceding column.)



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Skiing Costumes



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AFTERNOON DRESSES



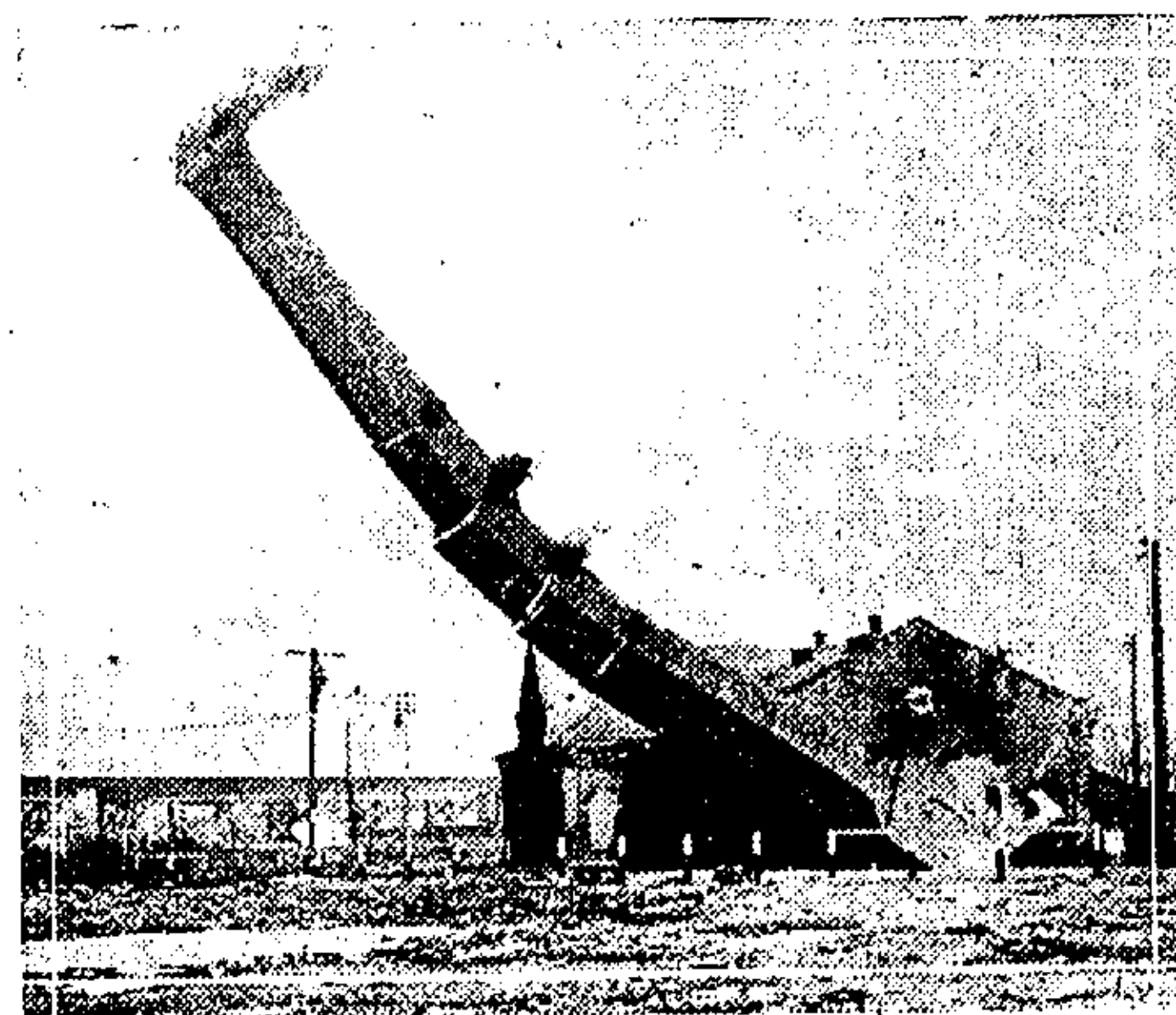
PEDDER STREET.
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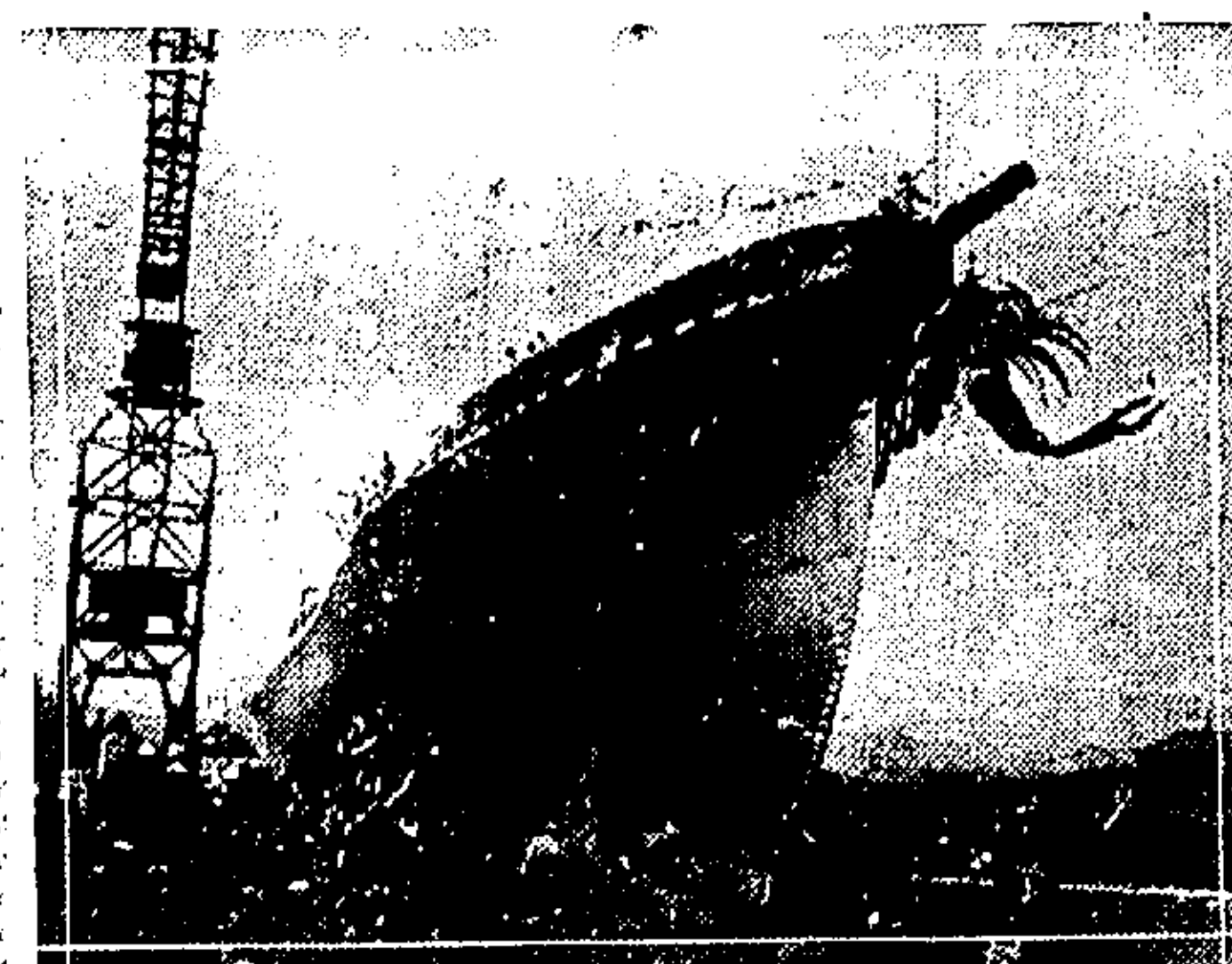
ROUND THE GLOBE IN PICTURES.



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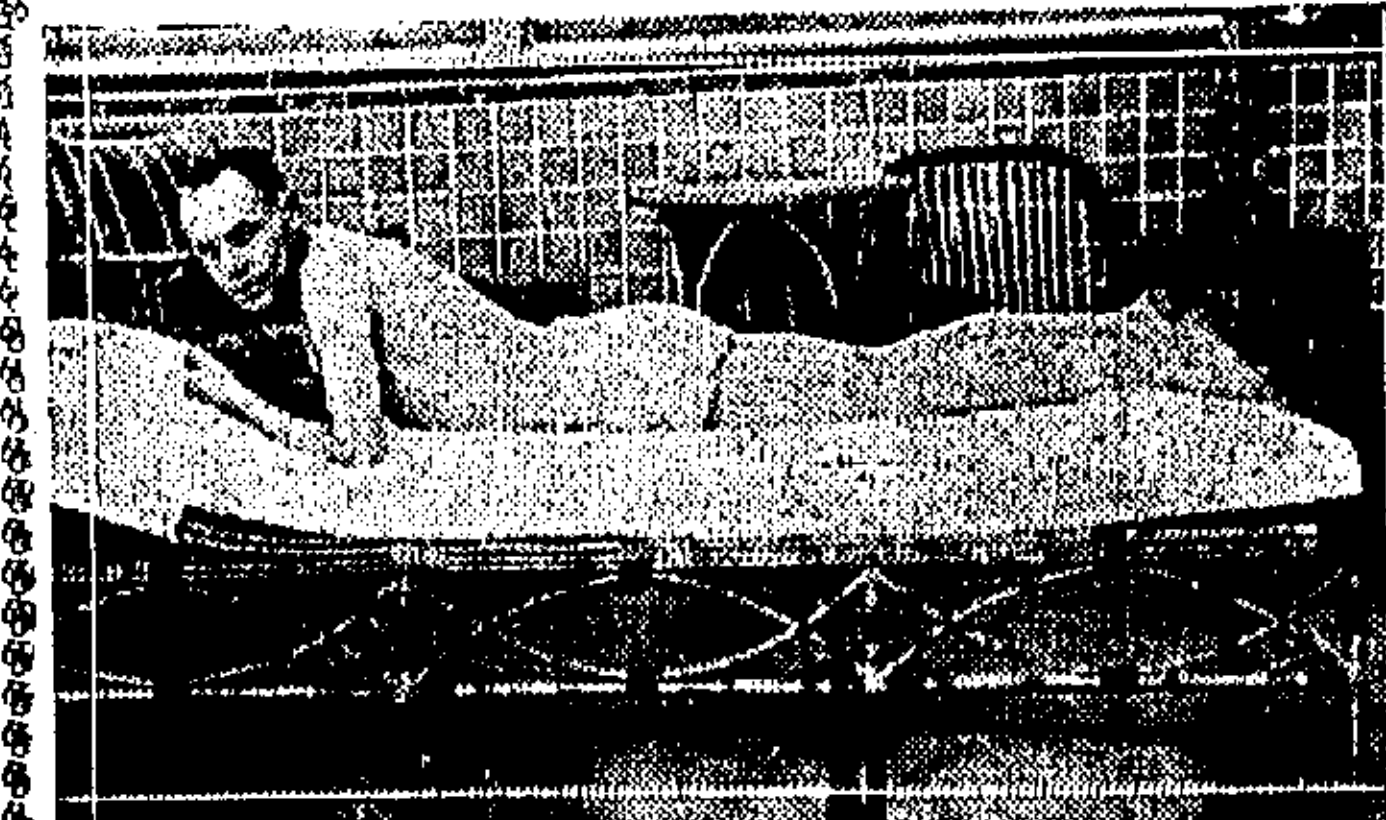
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"Phantom Film."—Paavo Nurmi, one of the outstanding runners of track history, basking in the warm sun's rays in a solarium on top of a tall building.



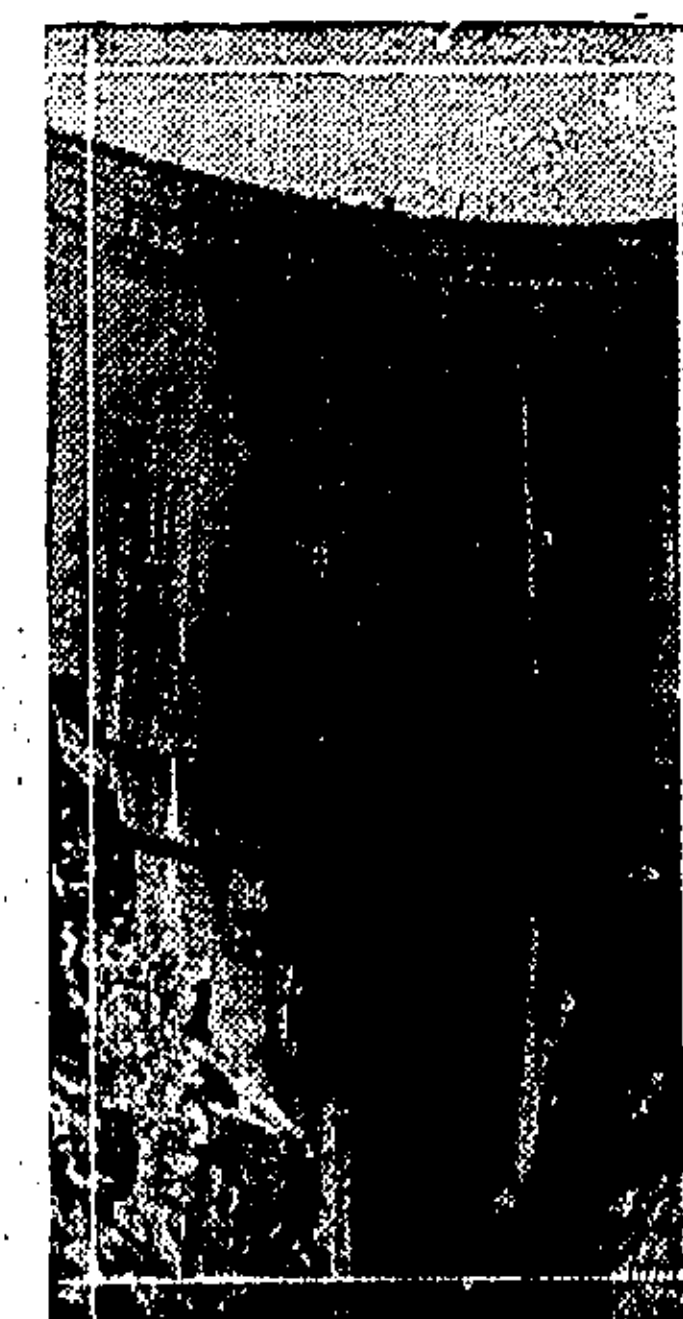
Flying Maid.—Miss Kathryn Fall, 16-year-old high school girl, of Alliance, Ohio, training now for an attempted non-stop flight across the United States this Spring. If she is successful, she will be the first female to fly across the United States in a non-stop flight.



Miss Roumania.—Miss Maria Ganesco, whose stately and patrician beauty won her the title of Miss Roumania of 1928. She will compete in the European Beauty Contest to be held in Paris.



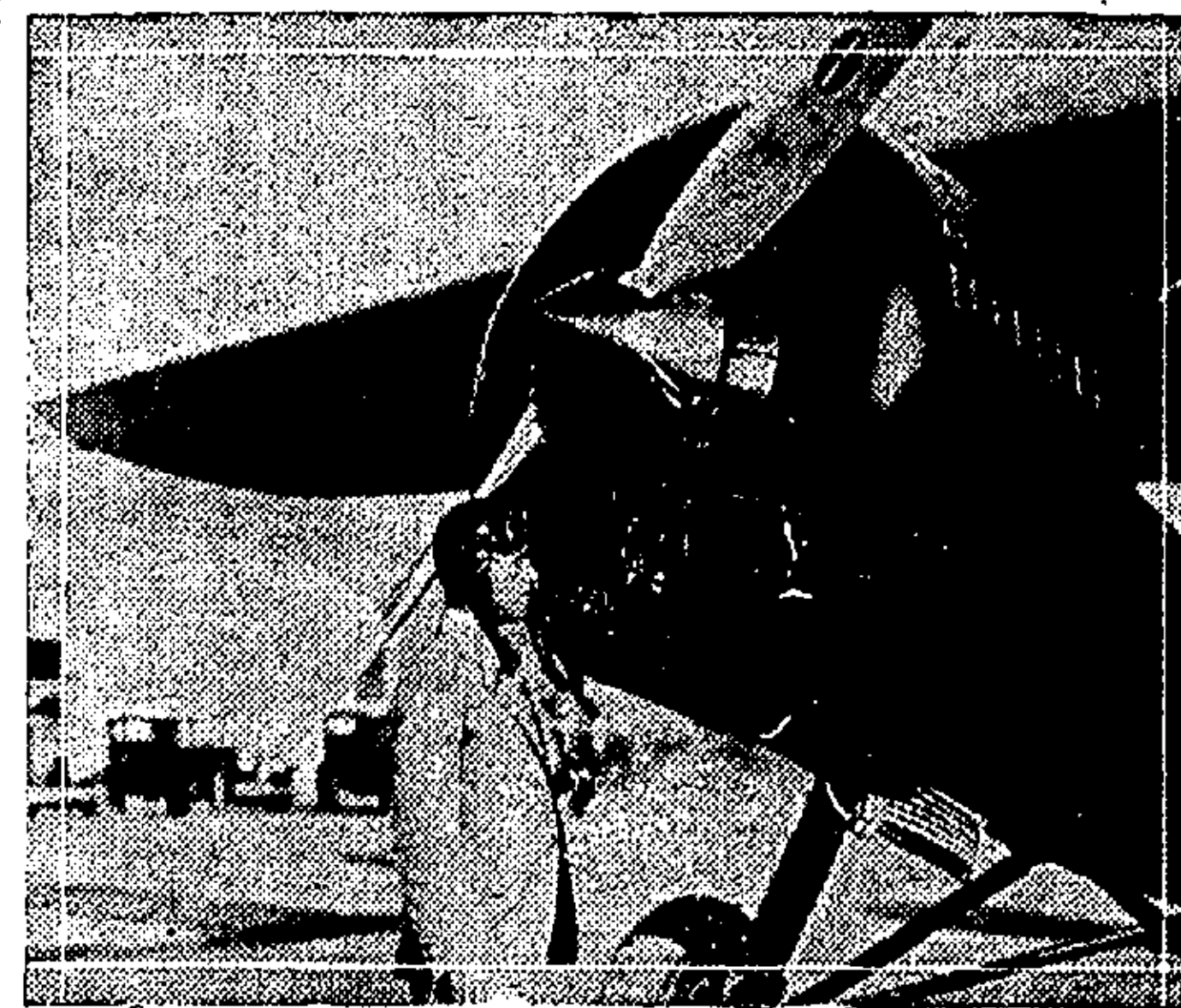
Monument to Martyr.—Model of monument in memory of the French school teacher Legrand, who was shot in 1918, at Valenciennes, by the Germans. It is by Felix Desruelles, noted sculptor.



Highest Dam.—A striking view of the Pacolma Dam, which has just been completed at a cost of \$2,500,000. It was built by Los Angeles County as part of its water conservation programme, and is the highest in the world—370 feet.



Dog Days in Rome.—Saint Anthony's Day in Rome.—On this day the priests of the city pass through the streets blessing the dogs that owners bring to them.



Plane Which Broke Trans-Continental Record.—Captain Frank Hawks looking over the motor of his Lockheed "air express," in which he recently broke the trans-continental flight record. The trip was completed in 18 hours 22 minutes clipping 36 minutes from Art Goebel's record of 18 hours 58 minutes. Both Captain Hawks and Mechanic Oscar Grubb were high unconscious after the gruelling flight.



Spanish Royalty.—Queen Victoria of Spain (left) and her daughter, Princess Beatrice (centre) and Princess Christiana after a few rounds of golf on private links near Madrid.



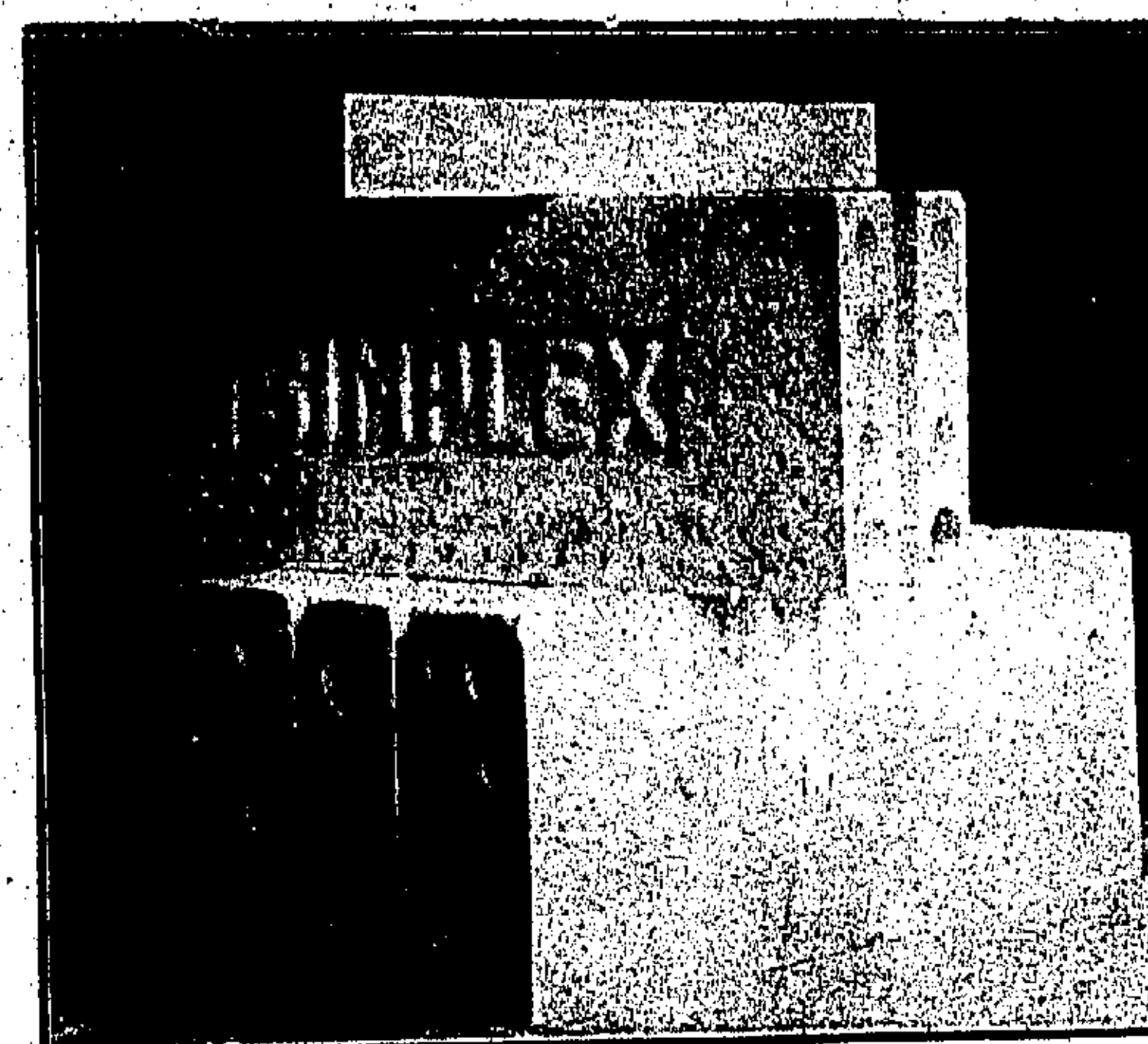
On Guard on Border.—Major-General William Lansler (left), commander of the Eighth Corps Area at San Antonio, Texas, has full authority to dispose of his forces as he sees fit without consulting the War Department. The same applies to Major-General John L. Hines (right), in command of the Ninth Corps Area, with headquarters at San Francisco. All this is interesting in view of the fighting in border States on the Mexican side.

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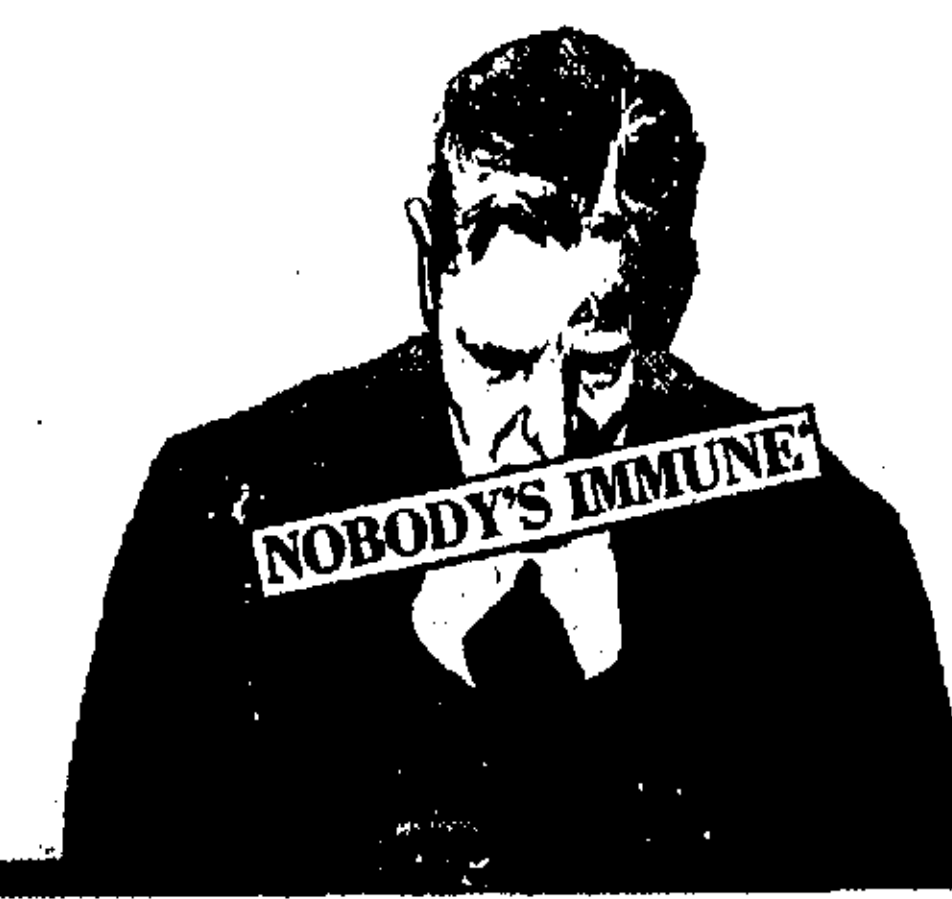
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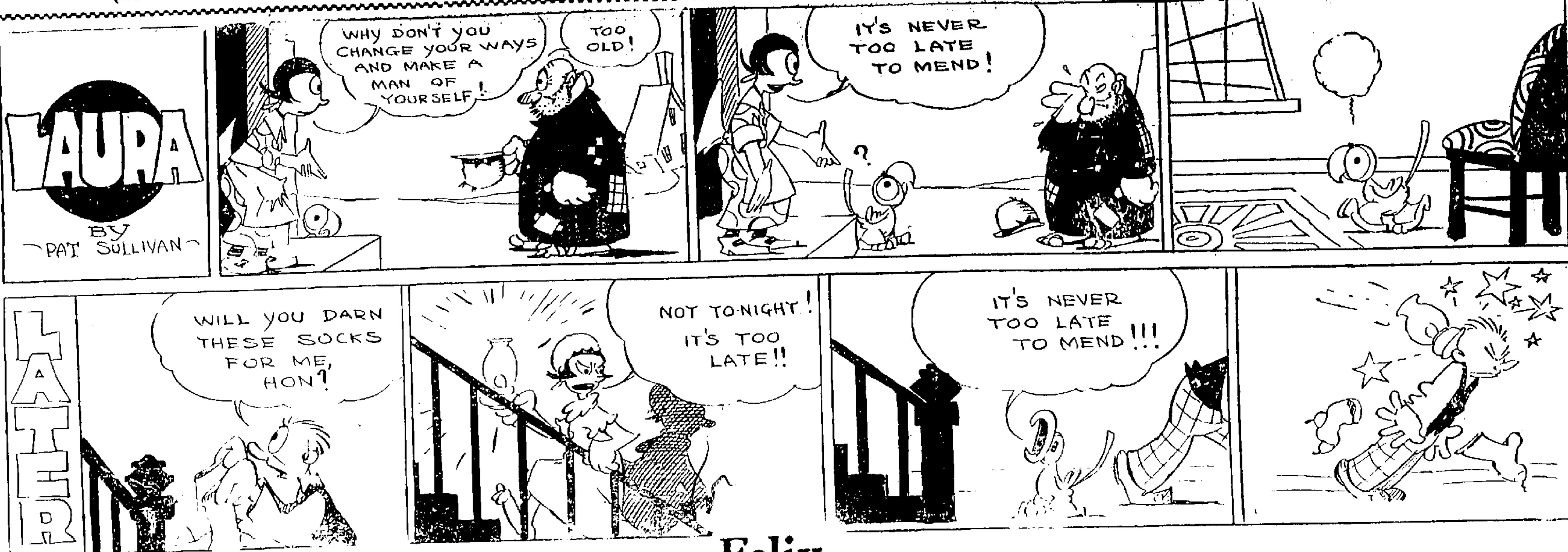
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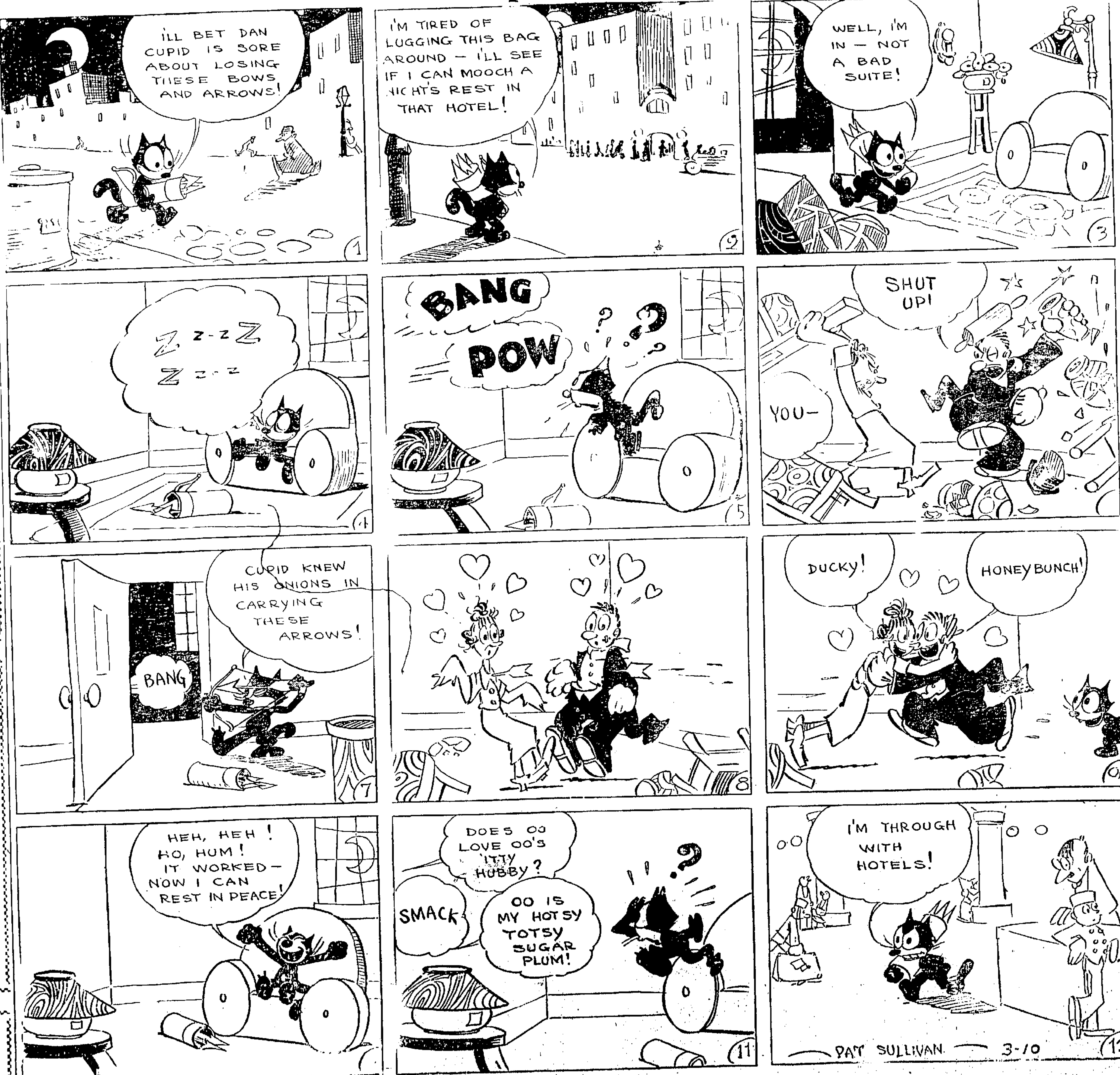
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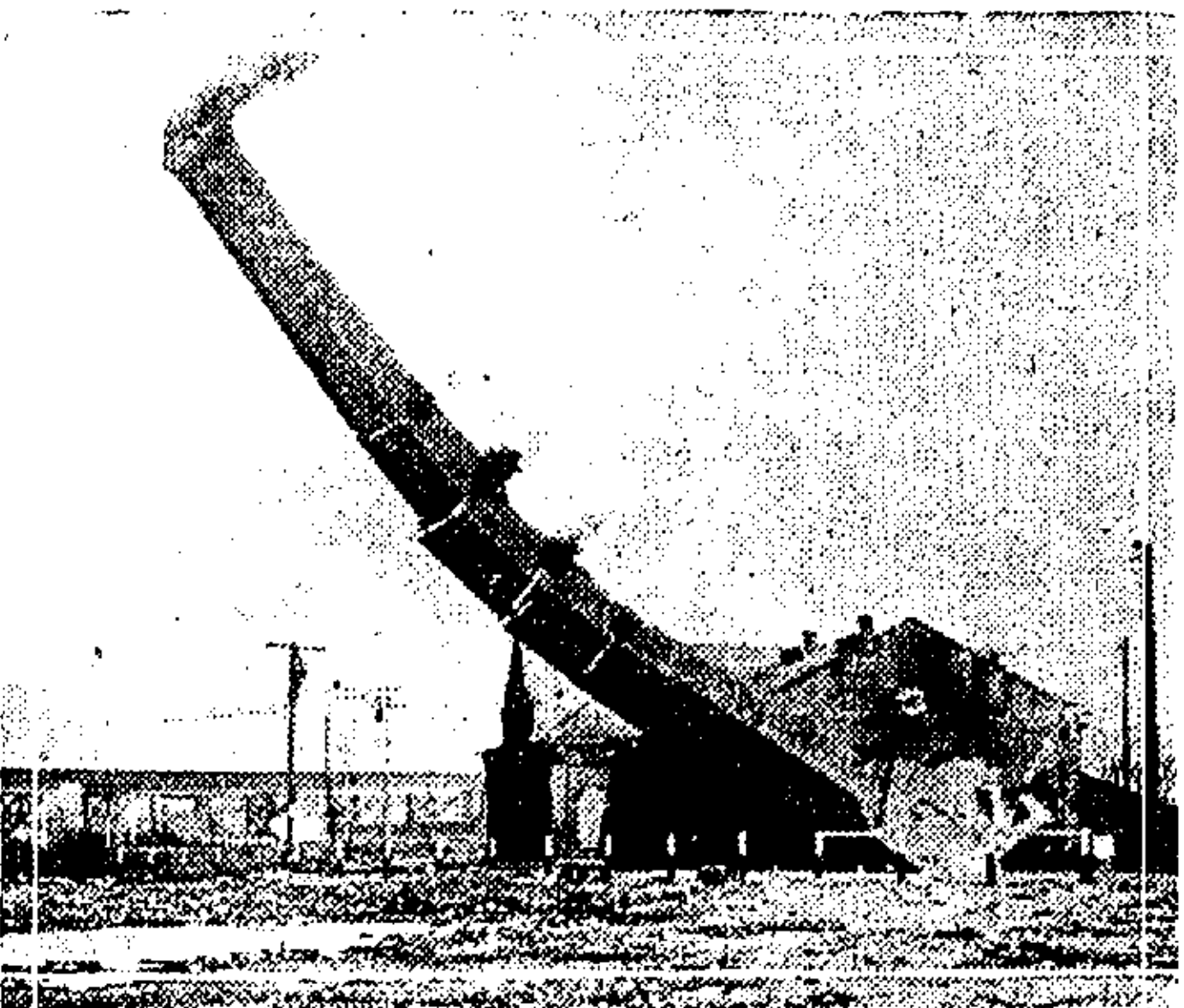
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ROUND THE GLOBE IN PICTURES.



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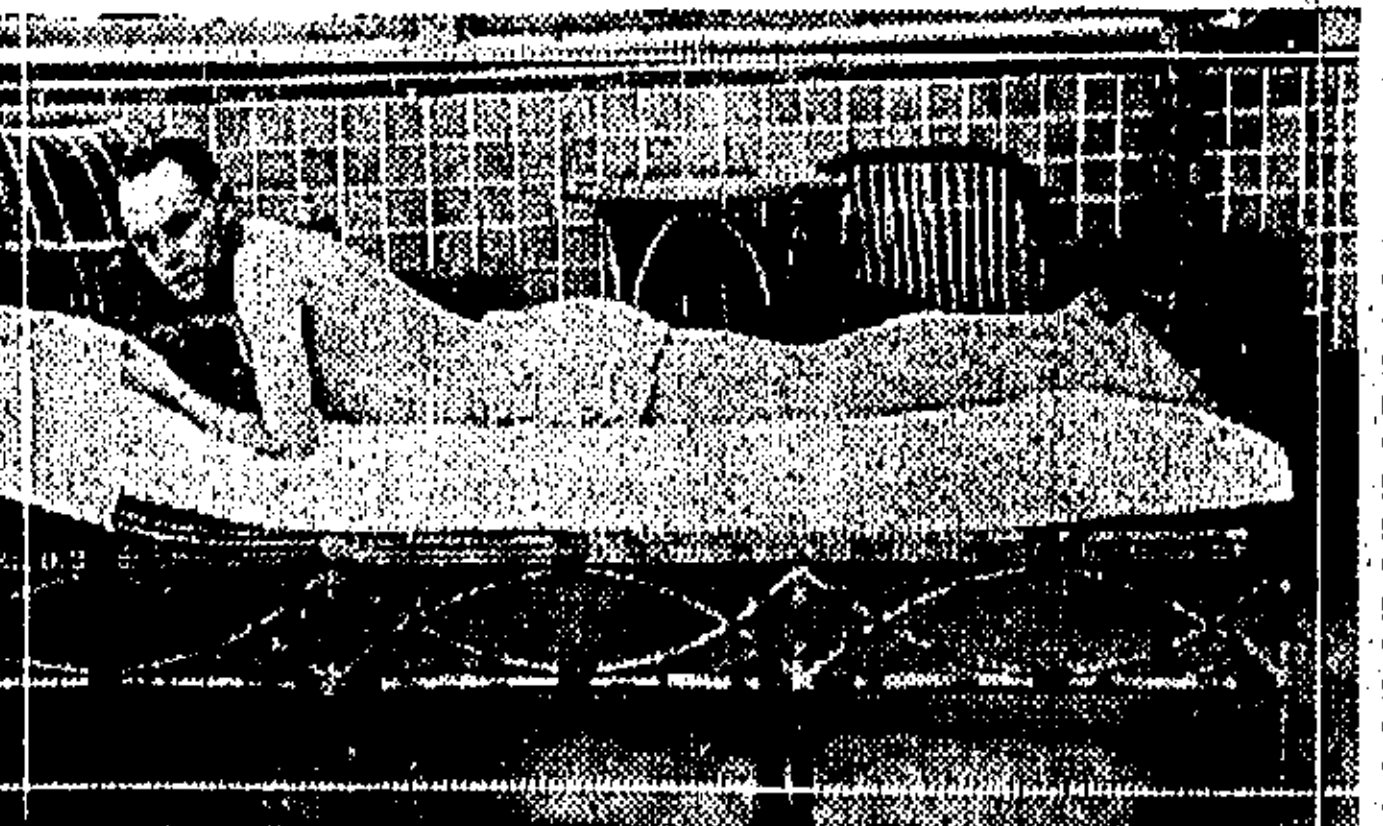
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"Phantom Flin".—Paavo Nurmi, one of the outstanding runners of track history, basking in the warm sun's rays in a solapum on top of a tall building.



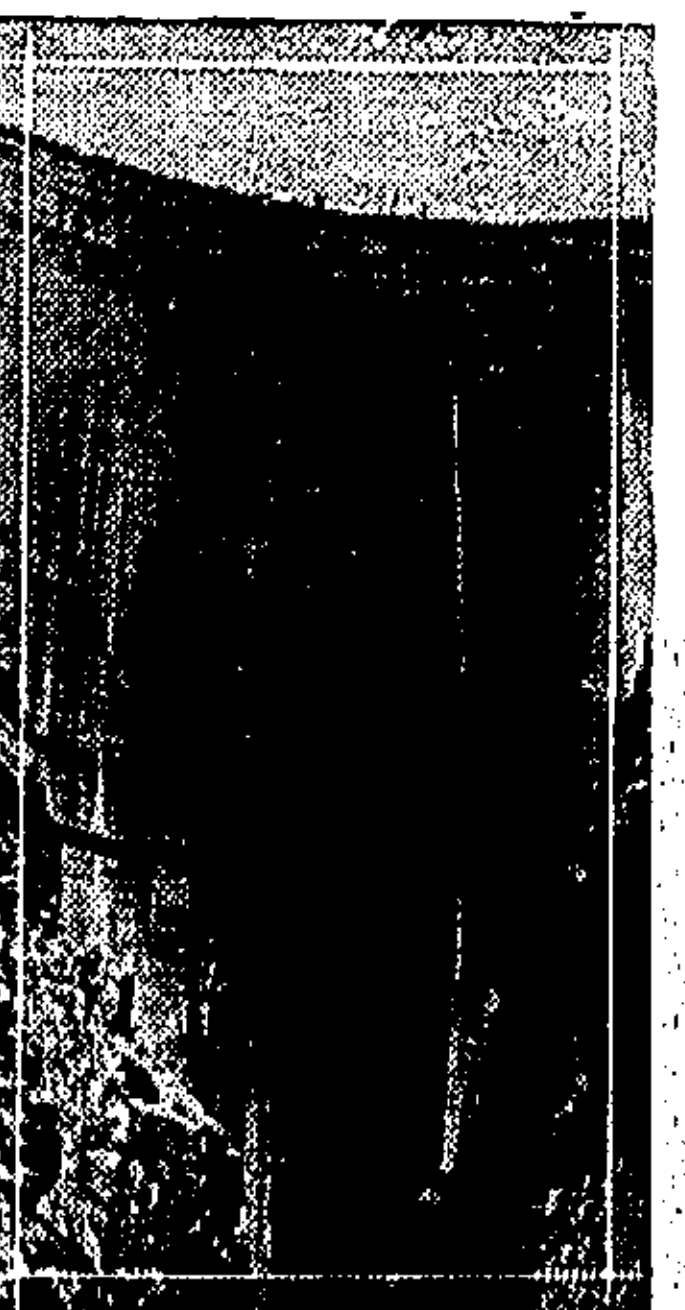
Flying Maid.—Miss Kathryn Fall, 16-year-old high school girl, of Alliance, Ohio, training now for an attempted non-stop flight across the United States this Spring. If she is successful, she will be the first female to fly across the United States in a non-stop flight.



Miss Roumania.—Miss Maria Ganesco, whose stately and patrician beauty won her the title of Miss Roumania of 1929. She will compete in the European Beauty Contest to be held in Paris.



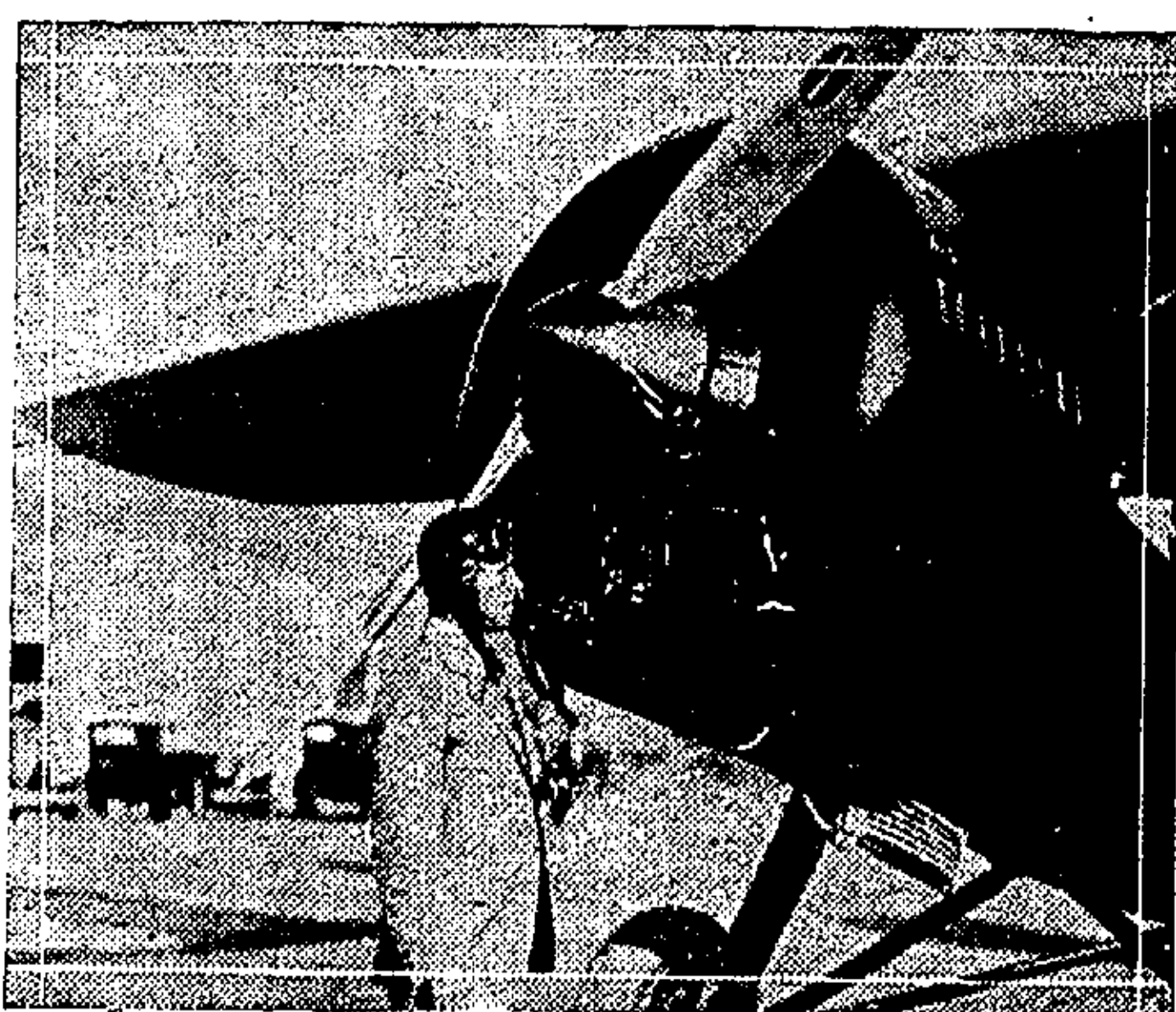
Monument to Martyr.—Model of monument in memory of the French school teacher Legrand, who was shot in 1918, at Valenciennes, by the Germans. It is by Felix Desruelles, noted sculptor.



Highest Dam.—A striking view of the Pacolna Dam, which has just been completed at a cost of \$2,500,000. It was built by Los Angeles County as part of its water conservation programme, and is the highest in the world—376 feet.



Dog Days in Rome.—Saint Anthony's Day in Rome.—On this day the priests of the city pass through the streets blessing the dogs that owners bring to them.



Plane Which Broke Trans-Continental Record.—Captain Frank Hawks looking out of the motor of his Lockheed "air express," in which he recently broke the trans-continental flight record. The trip was completed in 18 hours 22 minutes clipping 36 minutes from Art Goebel's record of 18 hours 58 minutes. Both Captain Hawks and Mechanic Oscar Grubb were high unconscious after the gruelling flight.



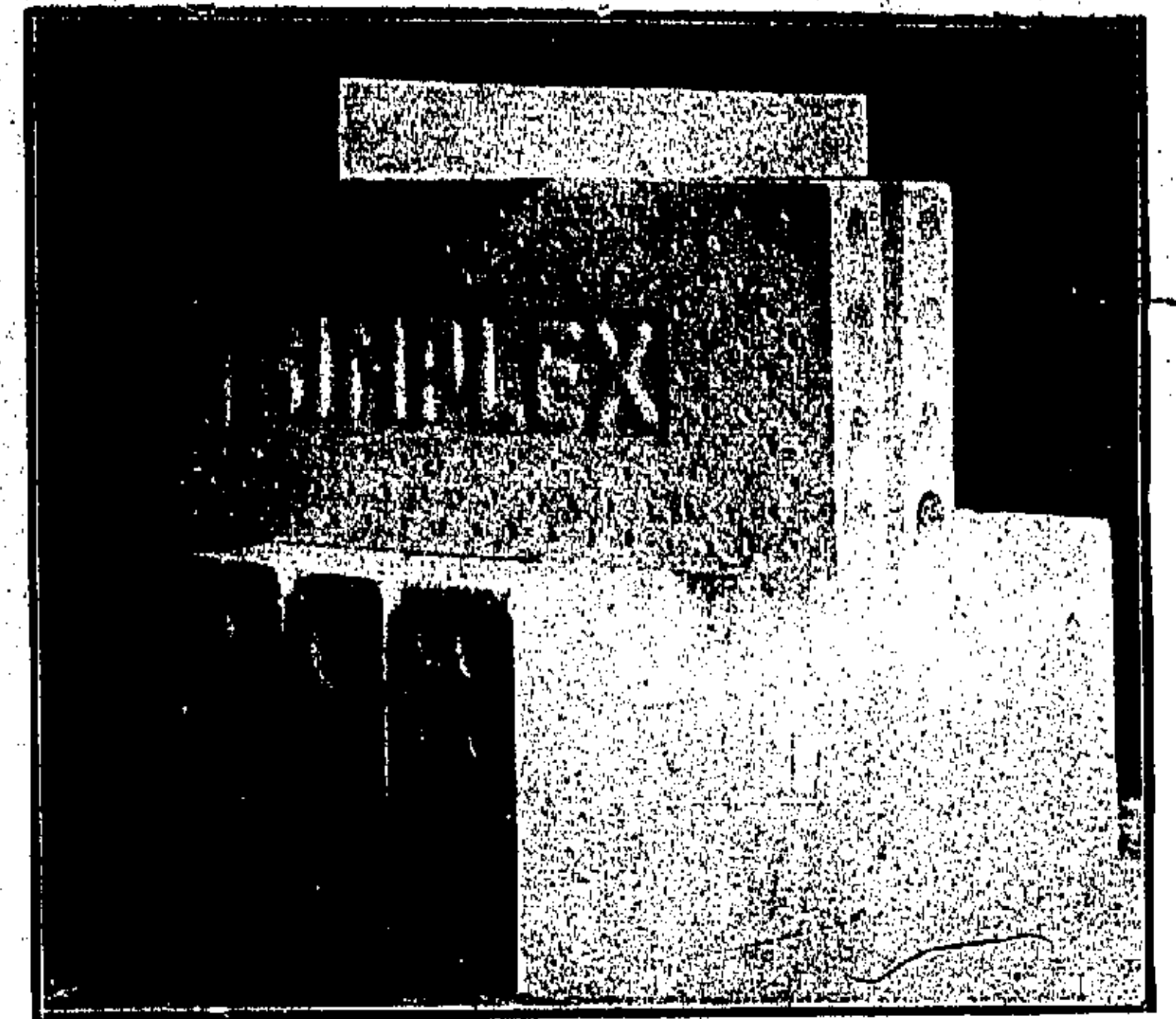
Spanish Royalty.—Queen Victoria of Spain (left) and her daughter, Princess Beatrice (centre) and Princess Christiana after a few rounds of golf on private links near Madrid.



On Guard on Border.—Major-General William Lassiter (left), commander of the Eighth Corps Area at San Antonio, Texas, has full authority to dispose of his forces as he sees fit without consulting the War Department. The same applies to Major-General John L. Hines (right), in command of the Ninth Corps Area, with headquarters at San Francisco. All this is interesting in view of the fighting in border States on the Mexican side.

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Too many men and women ignore the fact that sooner or later they may pay the price of neglect. They brush their teeth faithfully and feel secure. Yet, health, youth and beauty slip away. And here's the reason: Teeth are only as healthy as the gums. And gums must be brushed daily, morning and night, if they are to resist such dread diseases as Pyorrhea, Gingivitis, Trench Mouth. When once contracted only dental care can stem advance of these diseases.

As a measure of protection brush your gums vigorously with the dentifrice designed to help keep them firm and sound. Forhan's for the Gums. When you have used Forhan's for a few days, you'll notice a distinct improvement in the way your gums look and feel. In addition, the way this dentifrice cleans teeth and helps to protect them from decay will delight you. Start using Forhan's today. And see your dentist every six months.

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D. B. S. SPEECH DAY

(Continued from Page 8.)

have failed in the Junior Examination for reasons which sometimes cannot be understood, it also retains boys who have a good general knowledge but have not the aptitude to pass external examinations. Out of the boys presented for the Matriculation Examination in 1928 four passed with honours, eight passed and three were awarded Senior Local Certificates.

Ten boys who matriculated joined the University in January 1929, this is a record number for any one year. We now have thirty-two Old Boys at the University.

In the Scholarships and Studentships awarded on the results of the Matriculation Examination three of our boys were successful and their names have been added to our Scholarship Record Board which shows that the School has won no less than twenty-one University Scholarships and Studentships at the Hong Kong University since 1919, which was the first year in which such a Scholarship was won by the School. It is the most remarkable when we remember that in two of those years, 1920 and 1926, we won no Scholarships.

D. J. N. Anderson won one of the two King Edward VII Scholarships, worth \$400.000 a year, for four years and open to all boys of British nationality.

S. A. Broadbridge and Wong Sui-shing were awarded Hong Kong Government Studentships, which are of the value of \$1,235.00 per annum for four years. The Studentships are open to all Boys and Girls Schools and 35 successful candidates agree to become School Teachers. Of the two scholars who were selected by the Education Department for a practical test four were from this School.

In the Junior Local Examination for Class 2 out of thirty candidates fourteen passed and gained nine distinctions. These results are not as good as usual and this is due to the fact that when we were forced to move to the Temporary Premises in 1926, we lost some of our best boys in Class 3 and the Class generally was somewhat disorganised by re-arrangement in Staff.

The names and details of successful candidates are as follows:

King Edward VII Scholarships: D. J. N. Anderson.

Hong Kong Government Education Studentships: S. A. Broadbridge and Wong Sui-shing.

Matriculation with Honours: D. J. N. Anderson, Distinction in English, Mathematics, Physics, Trigonometry and Mechanics; S. A. Broadbridge, Distinction in Geography and Trigonometry; A. T. Nomanahoy, Distinction in Physics and Trigonometry; Wong Sui-shing, Distinction in Trigonometry.

Matriculation Chow Hon-shun, Distinction in Trigonometry; A. S. A. Kyum, Distinction in Trigonometry; Lee Tai-pot, W. A. Thomson, Distinction in Trigonometry; Wan Kai-lan, Distinction in Trigonometry; Wee Chai-ang, Wee Chai-gee, M. M. Yeh-yah-bing.

Senior Local: Ma Chiu-chung, B. Wong, Wong Ki-hui.

Junior Local: Chan Tsun-shung, W. Choi, Dew Eon-seng, Hung Chiu-kin, Distinction in Arithmetic and Mathematics; Ip Pong-ting, Kan Pui-tien, R. Lee, Distinction in Arithmetic; T. Naidu, Distinction in Mathematics; Pong Pui-ong, Tang Kam-wah, Distinction in Mathematics; H. A. Waller, Wong Kam-cheung, Distinction in Arithmetic; Wong On Yau, Distinction in Biblical Knowledge; Yew Liang-teow, Distinction in Arithmetic and Mathematics.

School Scholarships

The Ho Kom-tong--D. J. N. Anderson.

The Piercy--Hung Chiu-kin, Tang Kam-wah and Dew Bun-seng. The Chan Kai-ming and Arthur--Kan Po Chi and Wong Man-leung. The Bowdler. To be awarded in 1929.

Three Woo Hay Tong Scholarships will be awarded in 1929. We take this opportunity of thanking Mr. Woo Hay-tong for his generosity in giving \$360.00 per annum for Scholarships. These will be awarded for proficiency in Chinese, two to Chinese boys and one to a Non-Chinese boy.

Photographs

The Photographs of the following persons have recently been placed in the School. They will be added to later.

1. The Hon. Mr. W. W. Keswick 1869-1886.

Hon. Treasurer of the School 1869-72, 1877-8, and 1883-86.

2. The Hon. Mr. J. J. Bell Irving 1886-1901.

Hon. Treasurer 1886-88, 1894-98, 1900-1.

3. The Hon. Mr. J. J. Keswick 1888-1900.

Hon. Treasurer 1888-94, 1898-1900.

4. George Smith, First Bishop of Victoria 1849-1864.

Mrs. Smith founded a Girls' School in 1860, prior to the foundation of the Boys' School in 1869.

5. Charles Richard Alfred, Second Bishop 1867-72.

6. John Shaw Burdon, Third Bishop 1874-97.

7. Joseph Charles Hoare, Fourth Bishop 1898-1906.

8. Gerard Heath Lander, Fifth Bishop 1907-1920.

All Bishops have been chairmen of the School Committee.

9. Mr. M. W. B. Arthur, Headmaster 1870-78.

10. Mr. and Mrs. George Piercy, Headmaster 1878-1918, Matron, 1879-1909.

11. The Rev. V. H. Copley Moyle 1912-27.

Hon. Secretary 1912-1924.

The School also has some very good sets of Pictures of Colleges and Schools in England.

MR. HORNELL ON EDUCATION

Mr. Hornell was then called upon to address the scholars, which he did in a most eloquent manner. He said:

"Plato in his Dialogue 'The Laws' wrote as follows:--"

"Of the officials enumerated above, there remains to be considered the chief director of the education of boys and girls. As by law appointed this must be a single official, at least 50 years old, the father of children lawfully begotten, children of both sexes, if possible, but certainly of one or the other. Both the man appointed and those who appoint him must realise that this office is far the most important among the chief offices of the State. Because, whatever be the creature, be it plant or animal, tame or wild, its earliest growth makes a good start, this is the most important step towards the happy consummation of the excellence of which its nature is capable. On this account the law-giver should see to it that education is not made of secondary importance, or annexed to other duties, but inasmuch as the right choice of the man who is to have charge of the children is bound to come first and foremost, he must do his very utmost to appoint and make Director that man who out of all in the State is in every respect the best."

I am not suggesting that I should be appointed to this all-important post on a salary at least equivalent to the magnificent remuneration received by the Director of Education. I hasten to remind you that I do not satisfy Plato's conditions. I am 50 years of age, but a confirmed bachelor.

Philosophers' Problems

Education has always been a favourite problem with philosophers. Those who have wished to reform and re-organise the world, meeting with many difficulties in dealing with the mass of grown-up people, have almost invariably turned their eyes to the more hopeful body of ingenuous youth whose minds they have pictured as white paper or blank wax. If only the rising generation can be directed in the proper path, the re-generation of the human race will be a reality instead of a dream. When Aristotle asked himself "How shall we make our citizens good men," he answered without a moment's hesitation "By education." To him, in fact, the fundamental problem of politics was education. "We would not," wrote Plato in his Republic, "have our citizens grow up amid images of moral deformity as in some noxious pasture and there browse and feed upon many a baneful shrub or flower, day by day, little by little, until they silently gather a festering mass of corruption in their own soul."

Plato died in 347 B.C., and Aristotle in 322 B.C. The splendour of ancient Greece passed away. The centuries went by and the amazing epoch of the Italian Renaissance was born. In 1446 one Vittorino da Felice opened a school at Mantua. We read of Vittorino that he made himself a beggar for the love of youth; receiving, feeding, clothing, and rearing side by side with the young princes as many of the brilliant poor as he could find means to support. We read also that his school at Mantua was called "La Gioiosa," or the House of Joy. How it was frescoed with playing children and lay in a pleasant garden, and how the life of the pupils was interwoven with the daily miracles of meadow and river, of little hills, and shady walks. How the school went a-pleasuring in the green places of Goltio, and how all form of bodily exercise making for grace and dignified motion--riding, swimming, fencing--were inextricably a part of the course.

Where is Jerusalem?

Four hundred years pass; the scene changes. We are in the House of Commons at Westminster and Macaulay is describing the schoolmasters of the poor as he found them in England in the year of grace 1847:--

"How many of these men are now the refuse of other callings--discarded servants or ruined tradesmen who can not do a sum of three; who would not be able to write a common letter; who do not know whether the Earth is a cube or a sphere and can not tell whether Jerusalem is in Asia or America; whom no gentleman would trust with the key of his cellar and no tradesman would send with a message?"

In the course of the same debate, another speaker quoted a damo (these women played an important part in the English elementary educational system of those days) as having summed up the situation by saying "It's little they (the pupils) pay us and it's little we teach them." Dr. Bell, a prominent educationalist of those days, used to say that if you gave him 24 pupils to-day he would give you 24 teachers to-morrow.

We have, of course, changed all this, but in spite of all the interest which is taken in education, not only in Britain but also throughout the British Empire, we British are apt to feel a little doubtful about the whole business and though we go plodding on with the gloomy reflection that there can be no turning back, the scepticism which is in the air, has undoubtedly robbed us to some extent of enthusiasm. The life of a teacher does not now attract the British boy and girl as it did, and the cause of this is not by any means economic.

Imprisoned in External Present

You have here the makings of an excellent school, but I am not going to pretend that if only the school had more money, the boys of this school, or even the great majority of them, would necessarily, when they go out into the world, succeed as the world counts success. On the contrary, I am going to remind you that the greater part of the life of man is rigidly confined to the round of things which happen from hour to hour! that it is exposed to the heat of circumstances and that its stream of consciousness is channelled and directed by the events and environments of the moment. Man, in fact, is imprisoned in the external present. How is he to escape this prison? A breaking of the prison walls will leave him standing still in the prison. Yes! But it may be in a prison so enlarged and enfranchised that it becomes not a prison but a free world.

The scholar secures his freedom by keeping held always of the treasures of the past so that in a present that may be angry and sordid he can call back memories of calm or of high passion. In a present which calls for resignation or courage he can call back the spirit with which brave men long ago faced the same evils; he draws out of the past his thoughts and great emotions; he draws also that strength that comes also from communion or brotherhood. And this communion is one of the realities of experience. The student as he realises it, feels himself one of a long line of torch-bearers. He attains that which is the most compelling desire of almost every human being--a work in life which it worth living for and which is not cut short by death.

The Past Does Not Enslave "But surely," you will object, "our business is with the future and the present, not with the past. If there is any progress in the world, any hope for struggling humanity, does it not lie precisely in shaking off the chains of the past and in looking steadily forward?" Yes! but the chains of the mind are only broken by understanding and in so far as men are unduly enslaved by the past, it is by understanding that past that they may hope to be free. And it is not the past which enslaves; it is always the present. In any age there are always fragments of the uncomprehended past floating like dead things, pretending to be alive. A man who is the slave of theories must get outside them and see facts; a man who is a slave to his own desires or prejudices must widen the range of his experience and emotion. But the thing that enslaves us most, narrows the range of our thoughts, cramps our capacities and lowers our standards, is the mere present. The present that is all around us, accepted and taken for granted, as we in Hong Kong accept the fire crackers of the Chinese New Year. The material present, the thing which is omnipotent for us, is the great jailer and imprisoner of men's minds, and the only escape from him lies in the contemplation of the not-present. Of the future? Yes! but you can not study the future; you can only make conjectures about it, and the conjectures will not be much use unless you have in some way studied other places and other ages.

Progress is a real fact, but it is never a straight forward march; it is never a result which happens of its own accord. It is only a name for the mass of accumulated human effort, successful here, baffled there, mis-directed and driven astray, but on the whole and in the main producing some cumulative result.

Proclaim Faith of Educated Man

My message then to-day is to proclaim the faith of the really educated man. He may be a man of letters; he may be a scientist; he may be a teacher; he may be a lawyer; or an official; or even the head of a poverty stricken University. It is the faith which is in him that matters. It is this faith which gives him an escape from the noisy present into the region of facts which are as they are and not as foolish human beings want them to be; an escape from the commonness

(Continued on Page 16.)

NEW ADVERTISEMENTS

HONG KONG GENERAL CHAMBER OF COMMERCE.

A GENERAL MEETING OF MEMBERS will be held on FRIDAY, the 19th APRIL, 1929, at 4.45 p.m. in the OFFICES of the CHAMBER OF COMMERCE, to nominate a Member of the Chamber for appointment to the Legislative Council during the absence from the Colony of the Hon. Mr. J. Owen Hughes.

Notice in writing of the Names of Candidates and their proposers and seconders to be lodged with the Secretary at least 48 hours before the time appointed for holding the Meeting.

By Order,
M. F. KEY,
Secretary.
Hong Kong, 12th April, 1929.

FANLING HUNT STEEPCHASES

SUNDAY,
21st April,

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on Monday, the 15th day of April, 1929, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Shamshuipo, in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality	Boundary Measurements	Contents in Square Feet	Approximate Area in Acres
1	Lot No. 1234	Shamshuipo	N. S. E. W.	1,280	31
					1.284

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on Monday, the 15th day of April, 1929, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Wong Nei Chung, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality	Boundary Measurements	Contents in Square Feet	Approximate Area in Acres
2	Lot No. 5678	Wong Nei Chung	N. S. E. W.	3,470	10
					10.200



Rev. Dr. Frederick R. (Kid) Wedge, Presbyterian minister, Harvard graduate and former pupil, who renounced his pulpit to marry Mrs. Jennie M. Holloway, of Oakland, a divorcee. The fighting cleric announced he had resigned after taking a room in an hotel and "fighting it out" with himself for a week.

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Friday, April 26,
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Saturday, April 27,
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Sunday Thoughts

THE LIFE OF CHRIST

Stage Productions in Japan

The following discussion of an interesting stage production in Tokyo was written for the "Japan Advertiser" by Frank H. Hedges, a frequent contributor to "Japan" and a well-known newspaper man of the Far East.

During this short Christmas season Sojuro Sawada, better known as Sawasho, is again presenting the intensely interesting drama by Mr. Koryoku Sato dealing with the closing months of the life of Christ. The play received its premier just a year ago at the Hongo-za, where it met with poor success. It was taken to Osaka and was very successful. The Imperial Theatre is crowded at this presentation, and, unlike the audience which Sawasho ordinarily draws, the audience is composed of mature men and women rather than students.

If there is any question in the mind of the reader as to the propriety of attending this presentation of the Christ as seen by a Japanese dramatist it is justified. The play is not biblically accurate in all its details, as its author acknowledges, but his approach of the subject is a reverent and respectful one.

It is, in fact, a unique opportunity for the Christian to obtain a non-prejudiced viewpoint. It is inevitable that the man born and reared in the Christian faith can not approach the life of Christ without preconceived notions and a reverence, or the reverse, which must partially blind his judgment. Mr. Sato was at one time a communicant of a Christian church.

He conceives the Christ as a manly man. In fact, he was inspired to write this drama after he had witnessed the Passion Play by the Oberammergau villagers.

The play was criticized in some detail a year ago and it is not necessary to repeat that criticism now. It is unfortunate that for this play, which is of such unusual interest to foreigners, no synopsis in English is furnished. A prologue and epilogue of the three Wise Men has been eliminated, and the concluding scene, which originally showed Mary at the tomb of the risen Christ, has been substituted by a symbolical vision of Christ after the crucifixion. The changes made are all for the better. Familiar hymns are used as incidental music, and an excellent effect has been obtained by the rising and lowering of the curtain while both stage and auditorium are in complete darkness.

The play opens with Christ on the mountain in prayer. On the stage are the disciples at play. Throughout the disciples are very human. The dramatist says that "while Christ was alive they were ordinary men no different from the rest of us, including Peter and Judas, and it was only after Christ's death that they had real faith." Mary Magdalene is identified with the woman taken in adultery, this incident being introduced here.

Other incidents of the closing months of the Messiah are introduced as the play progresses, the whole moving with a unity of dramatic force that is so often lacking on the Japanese stage. There are anachronisms, such as the introduction of Herod ordering the slaying of the infants and Salome demanding the head of Christ, which have been included for reasons of dramatic technique and of which the author is fully conscious, he having been actuated by the dual aim of introducing the Christ to those ignorant of him and to write an artistic and powerful drama.

The two most striking developments of the drama are the characters of Mary Magdalene and Judas Iscariot. Mary Magdalene is a woman from start to finish, more deeply in love with the Master in a worldly way than in a spiritual.

It is possible that Chiyeko Hisamatsu, who takes this role, has gone even further in this direction than the author intended.

Judas is a very different Judas from the popular conception. He is depicted as, if not the most faithful, the most intelligently faithful of all the disciples, the one man in the band with common sense who looks after the interests of Christ and his fellow-disciple. He is a man of violent passion and jealousy, and when rebuked by the Christ, becomes so inflamed that for a minute he seeks to kill him, feeling that it is impossible to live in this world without the love and respect of his adored Master. Apparently this is the motive which leads to the betrayal. Judas' repentance is immediate, and he flings away the thirty pieces of silver and follows the Messiah in death.

Judas, despite the betrayal is an heroic and admiration provoking character. "I have always thought," says Mr. Sato, "that Judas loved Christ more deeply than did anyone else. Judas' love was so strong as to kill a man. Christ's love was so strong as to let himself be killed. Mary Magdalene's love was so strong as to see the dead restored to life, and the love of Peter and John was so strong as to sacrifice their lives in order to hand down to future generations the spirit of Christ." He adds that a number of modern authorities question the accuracy of the popular belief about Judas. Certainly there is something curiously un-Christian in the orthodox hatred of the man when the Christ himself would have had it far different and murmured "Father forgive them, for they know not what they do."

Welcomed Home



The Salvation Army turned out in force in New York City to welcome Commander Evangeline Booth upon her return from London aboard the "Boregaria." She is shown here standing between Colonel Walter Jenkins (left) and Commissioner Richard E. Holz (right). Miss Booth attended important army conferences at which her father was virtually deposed from international leadership of the organization.

FROM LONDON TOWN

THE MOST JUSTE

Lord Methuen, the veteran field-marshal, always had the most rooted objection to being photographed. During the South African War, before that unfortunate incident in which he lost a leg and was made captive by the Boers, his lordship one early morning was encountered by Mr. Bennett Burleigh. The famous war correspondent had a camera slung over his shoulder, and proceeded to improve the shining hour by taking a snap-shot of the distinguished soldier. Now Lord Methuen had the reputation of commanding the most volcanic vocabulary of any Brass Hat even in the British Army, which has always made a big tradition of "swearing horribly." The general, as he then was, let himself go in superb style at the war correspondent, but Burleigh was an old campaigner. All he said was, "So sorry, general; if I'd known I was meeting you, I'd have brought a phonograph along instead!"

An Old Timer

It was in keeping that General Sir John Maxwell, an Old Soldier of the Old School, should die at 70 of a chill caught at the Capetown races. His Army nickname was "Conkey," which hints a certain nasal resemblance to the Iron Duke, and his military tradition was Black Watch. He joined the scarlet hussies as subaltern, and in 1914 was their Colonel. But Egypt was his real campaigning arena. From Tel-el-Kebir to Omdurman, he was through it all,

and in command on the Canal bank when the Turks made their hair-brained attack in February 1915. When Kitchener saw his dispositions later, he asked Maxwell whether he was defending the Canal or the Canal was defending him. The Turks were repulsed out of hand, but their retreat was allowed to be a walk-over instead of a rout.

Afghan Melodrama

It is characteristic of the King that his first official action off his own bat on being convalescent was a message congratulating the R.A.F. on its Kabul achievements. That our sky-blue pilots have succeeded in rescuing all the people in the Afghan capital's foreign Embassies, despite the worst imaginable conditions and without a single mishap, is a great triumph of daring efficiency, and constitutes in fact an epic performance which might make the fortune of any popular melodrama. The airmen had a good jumping-off ground at Peshawar, but had to navigate the formidable Hindu Koosh range at over 10,000 feet up. It may help to reconcile House of Commons critics to increased Air estimates that the R.A.F. has thus, by playing knight-errant to distressed foreigners, helped to cement good feeling all round.

A Smoke Barrage

Really well-informed people are puzzled about the true prospects of Mr. Churchill's much-debated general election Budget. The gloomiest expert forecasts are very prevalent. One impartial but ex-

ceedingly well-informed authority says that but for the looming general election, so far from taking anything off income tax, Mr. Churchill would certainly have had to add another sixpence to it. That would, of course, in the electoral circumstances, be nothing short of hari-kari by the Government. Against these gloomy anticipations must be set the well-known fact that nothing is worse policy than to allow popular expectation to run riot in advance. Mr. Churchill is far too shrewd a strategist to incur that handicap. He may be spreading a smoke barrage of gloom to camouflage his masterpiece of financial audacity. His supporters hope so.

Sympathy and a Grievance

We are not sure all the Labour M.P.'s quite realise how London regards the unemployed miners. If they did, those with London seats might adopt a slightly different tone. That the well-to-do London suburbs sympathise keenly with the workless miners, and approve all efforts to find

them jobs, is certain. But equally it is a fact that, in the poorer quarters, considerable ill-feeling exists on this subject. In London there are great numbers of unemployed people, as anyone may see by the pathetic queues that form up whenever extra hands

are being taken on to clear away snow from the streets. And workaday London holds strongly that what work is going in London should be given to London's unemployed. The miners engaged on ditching in the parks are a subject of real grievance to many.

BATHING BEACHES

Open to General Public on May 1

Four bathing beaches for use of the general public will be opened by

the Government on May 1, the charges per person for admission being:—

Tai Wan Bay, Kowloon: 10 cents.
North Point, adjoining the Royal Hong Kong Yacht Club: 10 cents.
Kennedy Town: 5 cents.
Repulse Bay: 20 cents.

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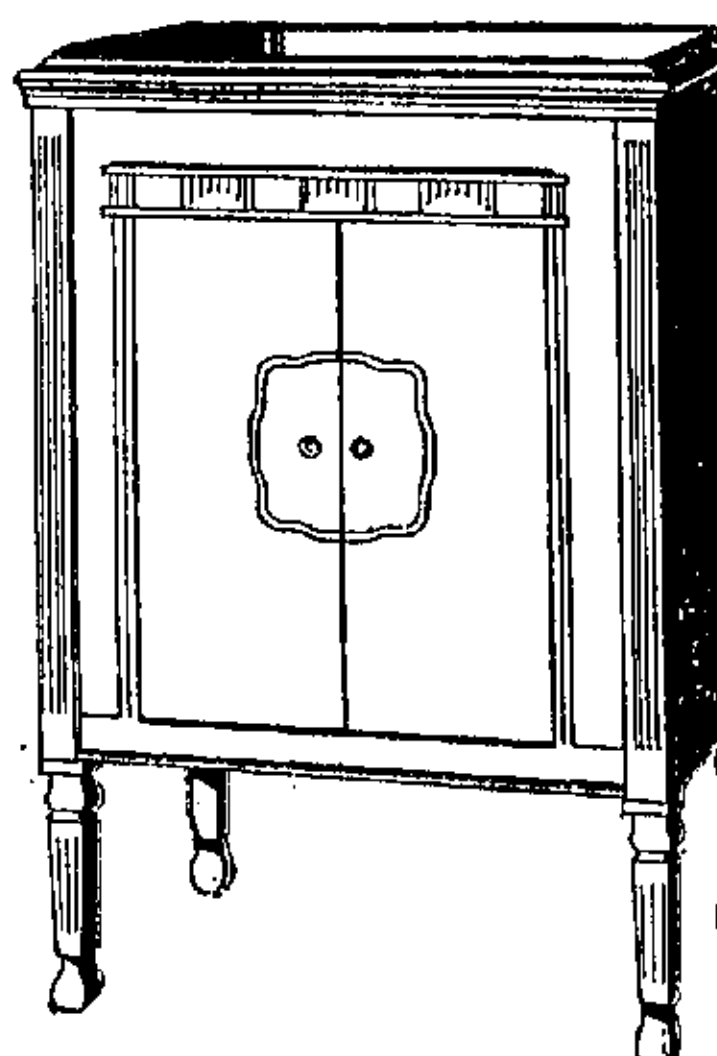


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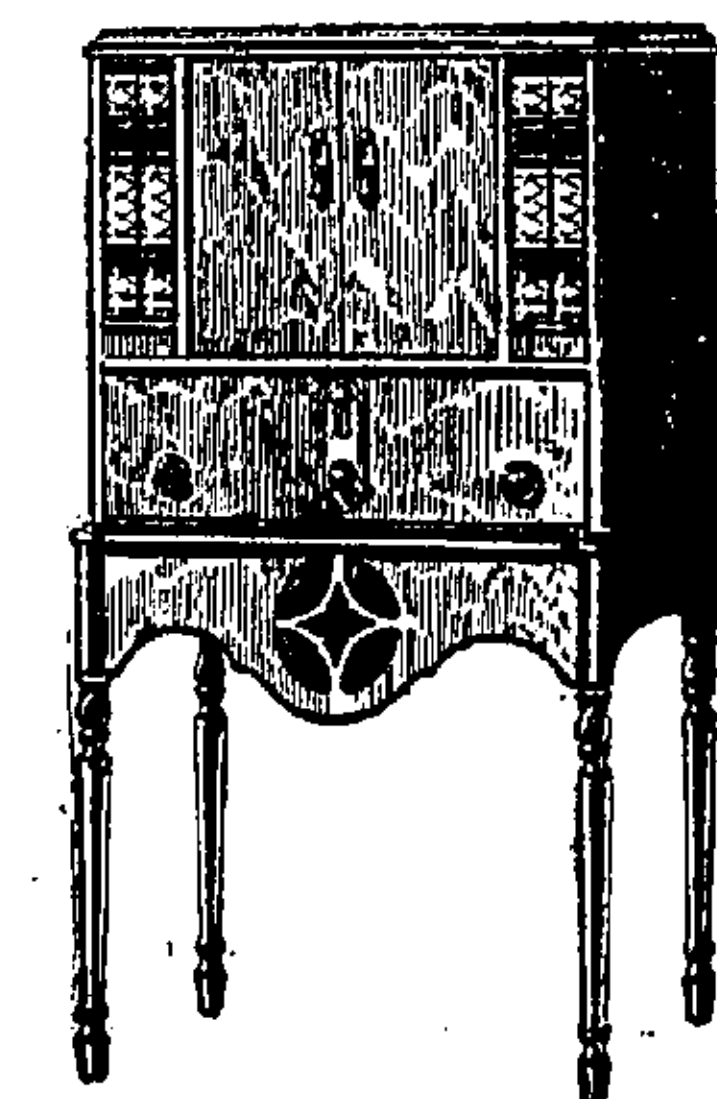
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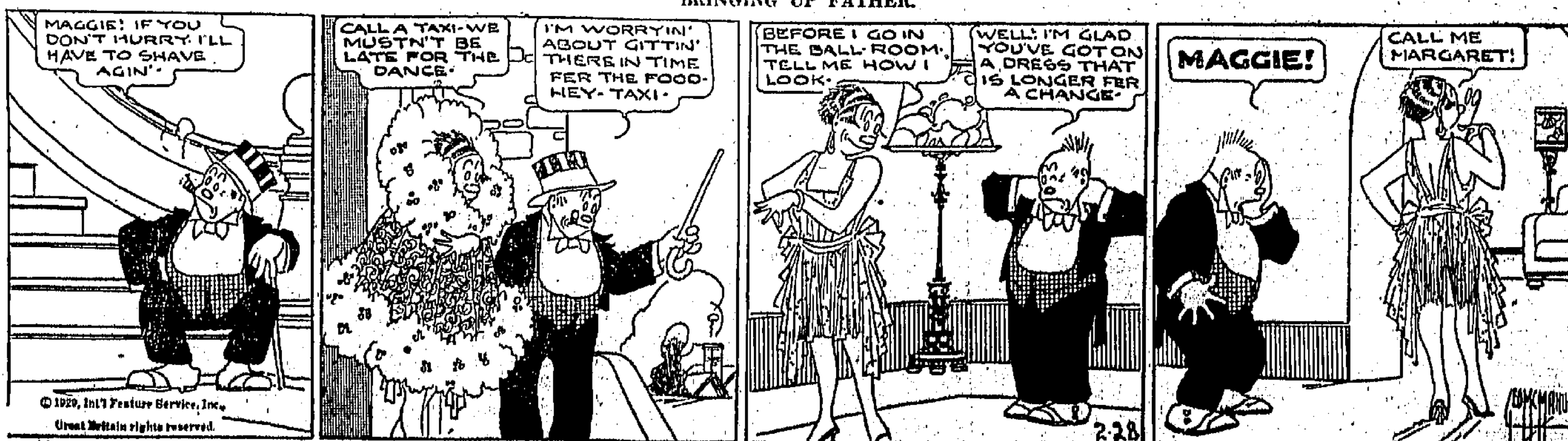


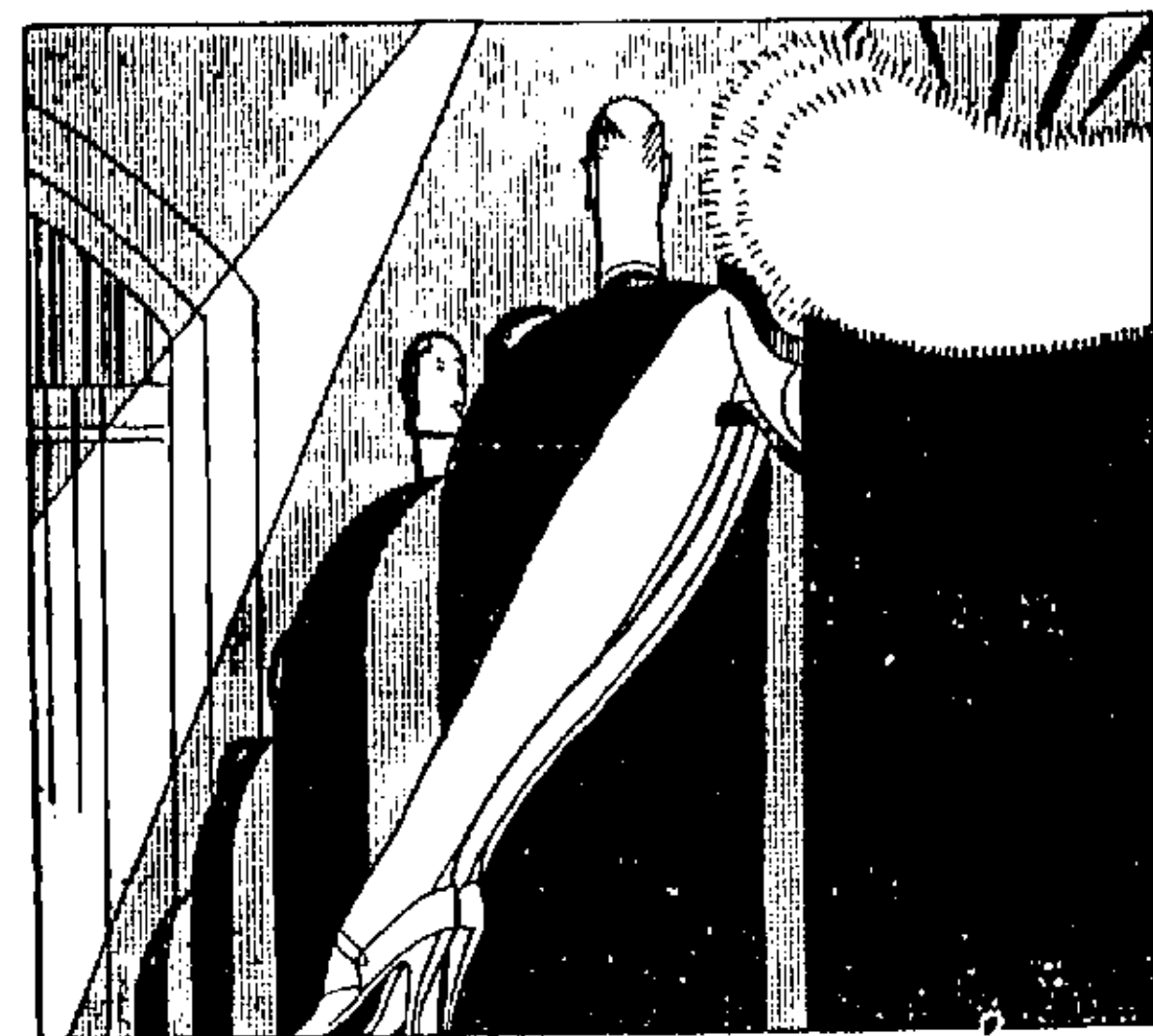
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From the point of view of local interest, chief importance in the week's events is attached to the jury's verdict in the King Edward Hotel fire inquiry.

The M.C.L. report will arouse the attention of all those who, at any time, have been connected with the movement, and there is the usual quota of "local" news.

In the political sphere, Hankow has been "conquered" by Chiang Kai-shek and the "Christian General" has caused alarm in Nanking by his mysterious movements. All developments in China, of first importance, are recorded and, where necessary, explained in the "Overland China Mail." Be sure to get your copy. It is in the familiar green cover.

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RACING

Entries For Next Fanling Meeting

LIST OF HANDICAPS

The following are the entries and handicaps for the next meeting at Fanling:

1. Avoirdupois Stakes. — Once round inside course. For China Ponies that have not won a Steeplechase this season. Catch-weight at 170 lbs.—Charleson, Drake, Fanling Stag, Fire Call, Ideal Stag, May, Ploughman, Sea Hawk, Solitaire, Strathmore, Sunloch, Two Clubs, Why Not. 13 entries.

2. April Handicap. — About 1 1/4 miles on National course. For China ponies. — My Lady, 180; Ace of Spades, 175; Two Clubs, 158; Duke of Nieblung, 156; Erin's Isle, 156; Gold Medal, 156; Target, 153; Bronze Idol, 152; Movanager, 150; Craigavad, 148; Caviare, 145; James Pig, 145; Siang River, 145; Blotting Paper, 140; Six Hundred, 140; Tap Siae, 140; Wowsers, 140. 17 entries.

3. Summer Plate. — About 1 1/4 miles on National course. For China ponies that have started at Kwanti this season. Winners at Kwanti this season of two races 8 lbs. penalty, of three or more races 14 lbs. penalty. Non-winners allowed 5 lbs. — Ace of Spades, 172; Caviare, 161; Craigavad, 158; Duke of Nieblung, 158; Erin's Isle, 158; Fanling Stag, 153; Honeymoon, 150; James Pig, 153; Movanager, 150; My Lady, 175; Target, 158; Why Not, 150. 12 entries.

4. The Fanling Champion Steeplechase. — About 2 miles on National course. A Challenge Cup to be held one year and a replica presented to the Winner. For China ponies. Weight for inches as per scale. — Ace of Spades, 158; Blotting Paper, 155; Bronze Idol, 152; Caviare, 161; Duke of Nieblung, 158; Erin's Isle, 158; Ideal Stag (handicap missing); Montana, 155; My Lady, 161; Sunning, 158; Two Clubs, 158. 11 entries.

5. Summer Consolation Stakes. — About 1 mile on inside course. For China ponies that have never won a steeplechase. Weight for inches as per scale. Ponies that have started at Kwanti allowed 5 lbs. Ponies that have started at Kwanti and have not been placed this season allowed 10 lbs. — Charleson, 139; Drake, 150; Fire Call, 153; Gold Medal, 158; Honeymoon, 145; May, 150; Montana, 155; Ploughman, 145; Sea Hawk, 150; Siang River, 150; Six Hundred, 151; Solitaire, 153; Strathmore, 148; Sunloch, 155; Sunning, 148; Tap Siae, 150; Two Clubs, 158; Wowsers, 148. 18 entries.

GOLF

Starting Times For Players To-day

The Royal Hong Kong Golf Club notifies the following starting times for to-day:—

9.24 to 10 a.m.—Club v. United Services.

10.04 a.m. J. Gardner, N. S. Ellis.

10.08 " Major Beamish, A. Leach.

10.12 " F. M. Ellis, D. J. Gilmore.

10.16 " J. P. Warren, E. D. Black.

10.20 " J. S. Dykes, A. R. Cox.

10.24 " E. P. Fletcher, W. A. Weight.

10.28 " W. C. Clark, A. G. Coppin.

10.32 " A. D. Humphreys, G. W. Sewell.

10.36 " N. K. Littlejohn, A. O. Brawn.

10.40 " W. K. Tait, G. S. Drummond.

10.44 " H. N. Laver, A. Piercy.

10.48 " H. R. Sturt, J. W. Alabaster.

10.52 " D. Stewart, C. Blaker.

10.56 " I. H. Geare, C. T. Fowle.

11.00 " K. L. Dugan, E. D. Lawrence.

11.04 " L. Garner, P. J. Jacks.

11.08 " D. S. Edwards, G. B. S. Thomson.

11.12 " W. J. S. Key, C. J. Waddell.

11.16 " C. Fox, S. S. Perry.

11.20 " C. E. Holmes, T. L. Christie.

11.24 " S. F. Chubb, B. J. Lacon.

11.28 " J. E. Dovey, T. A. Martin.

Note:—There is no 9.8 train.

The 8.30 from Kowloon arrives at 9.07 and the 9.15 from Kowloon arrives at 10.15.

Mr. G. P. Daswani, the directing partner of Messrs. Lalchand and Gandana, has returned to the Colony with his wife and two sons.

A thresher shark claimed to be a record for weight has been landed at Whangarua, New Zealand, by Mr. Stanley Ellis. It weighed 916lb.

AN APPEAL

Institution of Engineers And Shipbuilders

38TH ANNUAL MEETING

The 38th annual general meeting of the Institution of Engineers and Shipbuilders of Hong Kong was held in the Club room on Wednesday last under the chairmanship of Mr. P. T. Farrell.

Mr. L. J. Blackburn, in returning thanks for his election to the office of President, said he hoped that members would take a keen interest in the Institution. It must be very disheartening to Mr. Stokes and members of the committee to see so few members present, and he trusted the new committee would create more enthusiasm and get members to support the Institution.

Mr. P. T. Farrell and Professor C. A. Middleton Smith were elected Vice-Presidents. Mr. E. W. Blackmore was elected to the office of secretary, and Mr. A. J. J. Martin was appointed treasurer. Mr. Martin said it was a pity to see, month after month, members' accounts that had remained so long in arrears, and he urged prompt payment.

Mr. W. J. Stokes was elected Honorary Librarian. He later appealed for funds to improve the library, especially to bring the technical books up to date, and this was responded to by Mr. Andrew Harper, who promised to contribute \$100.

The New Committee

The following were elected to the committee:—Mr. G. F. Taylor, Mr. P. T. Farrell, Mr. G. Harmon, Mr. W. Russell, Mr. J. Ormiston, Mr. A. Webster, Mr. F. P. R. James, Mr. B. J. Lacon, Mr. V. G. Kerley, and Mr. R. Hunter.

Messrs. Lowe, Bingham and Matthews were appointed auditors.

At the close of the meeting, Mr. H. F. Bunje said he had been an associate member for 18 years. They had had a rather serious loss last year, a good deal of which, he believed, was non-recurrent. He thought the incoming committee would have a hard task before them in trying to make ends meet if they went along in the same way as previously. The matter was, no doubt, occupying the serious thought of members of the new committee. They did not like to see the Institution going back. They had a good reserve, but at the same time he thought something should be done and, no doubt, it would be done.

The chairman assured the speaker that the matter would engage the serious attention of the incoming committee, who would do their best to prevent a similar loss. They could, he thought, only do so by getting new members, in which work they wanted the co-operation of members.

Mr. W. J. Stokes then presented the cups for the following billiards events:—

President's competition. — 1, Mr. R. Hunter; 2, Mr. W. G. Erwin. Break, Mr. A. H. McBride.

Vice-President's competition. — 1, Mr. A. H. McBride; 2, Mr. T. G. Stokes. Break, Mr. W. R. Hillyer.

Billiards handicap. — 1, Mr. A. H. McBride; 2, Mr. A. J. Pilgrim. Break, Mr. W. G. Erwin.

BLOXHAM CUP

(Continued from Page 4.)

L. S. Brand, 164 lb., stopped Kingdon, 162 lb., in the first round, Kingdon was floored for a count of three soon after the opening gong and on getting up gave up the fight.

1. S. McGreavey, 163 lb., beat Wdr. Sweetlove, 144 lb., on points in three rounds. McGreavey had the weight advantage, but Sweetlove was superior in height and reach. The first round was even.

In the second weight told against Sweetlove and he went down for counts of six and three, but gamely carried on and the gong saved him. He came up lively for the closing frame and mixed well for a time. Then McGreavey connected with a wicked right which looked like spelling "finis" for his opponent, but after taking a count of nine, Sweetlove got up and stayed up until the gong.

L. S. Linden, 146 lb., lost to Wdr. Hagen, 137 1/2 lb., on points in three rounds. Linden's right eye was badly cut early in the first round and bled profusely, which greatly troubled him and he was soon tinted red. However, he gave as good as he took. Hagen played for the injured eye in the second, but was floored three times for the trouble. He took no counts, however. The third round was all Hagen's, who played on the cut eye continuously. He took a hefty right on his body which slowed him up a bit, but towards the end he was again as full of fight as ever and went on to win a well contested bout.

L. S. Lamont, 145 lb., stopped Wdr. Dyer, 150 lb., in the first round. They had only tipped gloves when

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COMING TO THE

QUEEN'S TUESDAY & WEDNESDAY

Usual Times & Prices.

D. B. S. SPEECH DAY

(Continued from Page 13.)

of daily happenings into the remote world of high and severely trained imagination; an escape from mortality in the service of a growing and durable purpose,—the progressive discovery of truth. And this, let me tell you, is that religion of Democracy, for the cardinal doctrine of that religion is the right of every human soul to enter, unhindered except by the limitation of its own powers and desires, into the full spiritual heritage of the human race.

The Committee of the Diocesan Boys' School and Orphanage is appealing to the educational and charitable work which the institution has done in the past and to the possibilities of the future, and is asking the public of Hong Kong and elsewhere to mark this occasion by giving of their charity to the Diamond Jubilee Endowment Fund of the School and Orphanage. I support this appeal because my conviction is that the future of Hong Kong depends, as does the future of any place in the world, on a constant supply from its schools of really educated men and women.

Vote of Thanks

In proposing a vote of thanks to Mr. Hornell for gracing the gathering with his presence, Mr. W. L. Patenden said that it was indeed an honour to the school to have Mr. Hornell, whose educational work was well-known in the Colony. He understood that Mr. Hornell was shortly going home on a holiday, and he felt sure that they all would miss him. They would look forward to his return and hoped that he would enjoy himself during his holiday.

The vote of thanks was seconded by Wee Chai-ong, as Senior prefect. The Rev. H. du Thoit Pyner proposed a vote of thanks to the Vice-Chairman, Mr. A. H. Compton, which was seconded by Kwan Wing-hon.

Before the assembly dispersed the hymn "O, God Our Help in Ages Past," and "God Save the King" were sung by the students and visitors.

The American War Claims Arbitrator has decided that the North German Lloyd Line could recover from the United States the two ships, "Princess Alice" and "Coblentz," and the Hamburg-American Line, "Holsatia" and the "Sambria," which were seized during the war.

Lamont connected with a wicked right on the point of the jaw and Dyer went down for seven, and on getting up he offered to shake hands with Lamont in token of defeat.

Officials

Referees and Judges.—Commander Baker, R.N., Messrs. T. G. Bennett, W. Logan, and G. G. N. Thinson.

Medical Officer.—Dr. G. H. Thomas.

Time-keepers.—Messrs. A. B. Allen and C. Bond.

Announcer.—Mr. S. J. Clarke.

Schwartz Defeats Walley

San Francisco, Yesterday. Izzy Schwartz, the New York flyweight champion, gave Boy Walley of Singapore an all-round beating. He gained an easy decision in a ten-round contest here yesterday evening.—Reuter's American Service.

LISZT'S GREATNESS

Debt of Modern Music

In the January "Musique," Vladimir Jankelievitch writes:

'Every day we are learning the better to realise Liszt's greatness and the greatness of the debt modern music owes him. Had Liszt not existed, there can be no doubt that music would have followed other roads, and perhaps lingered in the rut of "studied" forms (the French is "formes studieuses"). It is Liszt who has rendered possible Balakirev and Scriabin and Faure and Debussy and Ravel. Apart from revolutionising the technique of pianoforte playing, he has considerably enriched the harmonic vocabulary, and thus prepared a revolution in harmony which others were to carry out. He was one of the first in modern times to use exotic modes and new scales. At a later period of his life, he studied Gregorian chant to good purpose, and realised the importance of Palestrina—thereby again showing prophetic insight.'

The remainder of the essay is devoted to considering the analogies and differences between Liszt's pianoforte music and that of various modern French composers. A further essay will deal with the works of Liszt's "German" period (1847-61) and their influence.

TONAL THEORIES

In "Le Menestrel" of January 11, A. Machabey writes:

'We are witnessing a conflict between the usual tonal—monotonal—system, which has reigned unchallenged among us for about four hundred years, and a number of other systems, atonal or polytonal, etc., which aim at extending or suppressing the boundaries fixed by European theory and practice.

'The basis of the old theory was the notion that harmony is predetermined by a natural law, and the consequence that "good" harmonies could be written even by a deaf man provided he was capable of applying the law. To palliate the strangeness of the conclusion that the human ear need not intervene, physiologists (among them Helmholtz) have attempted to demonstrate that the human ear is constituted in accordance with this law. But psychologists challenged this doctrine, and have succeeded by now in showing its fallacy.

'Nowadays, far subtler and more numerous relations between tones are perceived, owing to the active and necessary intervention of the sense of hearing, with which the intellect co-operates. The ear discovers the new relations, the intellect has to accept them or not. Difficulties lie in the fact that whereas in the usual tonal music the tonic and dominant—i.e., the two "poles" around which all relationships centre—are very prominent, in the new music "poles" are hardly ever heard, if at all. Moreover, relationships follow no more or less uniform and predetermined order. Hence listeners are compelled to an active participation, instead of resting secure in their consciousness of a simple, almost automatic, procedure. They must keep a sharp look-out, call upon the latent possibilities of their sense of hearing and mind; they must constantly extend the range of their musical consciousness. It is chiefly in this respect that modern attempts are significant

LETTERS & RADIO

Addresses Which Cannot Be Traced

POST OFFICE LIST

A General Post Office notification gives the following unclaimed correspondence, etc., waiting at the Post Office, and also unclaimed radio telegrams at the Radio Telegraph Office, Government building:—

Poste Restante Correspondence
Mr. M. Amiel, J. J. H. Anson, M. R. Aytona, Madame Clerget, W. E. Carley, Mrs. C. J. Caldwell, Mrs. Chu Yun-kum, J. W. Davidson (c/o Rotary Club), Mr. Deofont, Mrs. G. F. Gill, Capt. A. E. Hodgins, K. C. Hamilton, Mrs. E. M. Harper, Mrs. A. Koustetsova, C. M. Karaculanic, P. Ketchum, F. Lapin, General Liu, P. H. Lapique, R. Light, Madame Master-Bori, Capt. E. Maples (s.s. "Nam Yong"), E. Maskie, Mr. and Mrs. R. G. Mather, A. Mason, Mrs. M. E. McGrath, K. J. Manners, W. Newton, W. R. Pearce, A. V. Pinson, Mr. Przelowski, J. Pooler, T. C. Shofts, A. N. Seaton, C. Servadio, Edna See Chin, A. Southern, L. D. Taylor.

Unpaid Correspondence
C. D. Adams, Miss J. K. Cutler, H. W. Dunning, S. L. Sands, Mrs. Clayton Young.

Registered Articles
Haji Abdul Latif Ahmed, Wm. Basker & Co., Madam Chu Yun-kum, A. Sarritte Curlo, Durwish and Luckschandl (Ben Meyer's International Commercial Directory), Miss K. Ellison (c/o H.K. Hotel), P. Hafemann, Misses Human, G. Hummel (c/o J. P. Bissett & Co.), Mons. Przelowski, A. V. Pinson, John Pooler, Darin Rechlowa, Sator de Rootas, Shing Tack Bros., E. W. G. Wesson.

Unclaimed Radio Telegrams
Haratakuichi from s.s. "Aki Maru," Hing Lee, Des Voeux-rd. from Tungshan.

Kangpalsum from Tehekam, Yewth from Swatow, Smidtoo from Namdinh, Samkoo (c/o Yee Cheong Loong 232, Third-st.) from Macau, Tanco from Swatow, 4100 from Medan, Albertina Eca Remedios from Macau, 6025 from Soerabaya, Noraceny from San Francisco, Mrs. Cheng Fai (11, Yadhong-st.) from Modjokerto, 6785 from Canton.

Poachopian P/A Planters Ver-ceniging from Medan, Hawpar from Manila, Suitable from Tandjongredh, Sang Mow from Haiphon, Bowainung Jindoyen (Dewoux-rd.) from Seattle.

Carmico from Canton, Montree ("President Lincoln") from Canton, 0006, 3383, 3141, 0171, 5894, 0063, 0577, 0362, 5714, 0005, 2896, 4882, 5281, from Canton, Molardenu Bord Porthos from Kwongchow, 0613, 0451, Wuchow, 3541, 4848, 7193, 6567, from Wuchow, Salestans from Balikpapan.

Pres. Hoover has appointed Mr. David S. Ingalls Assistant Secretary of the Navy in charge of Aviation, and Mr. Joseph M. Dixon Assistant Secretary of the Interior.

Forty British officers, who are to make a tour of the battlefields, recently arrived at Calais and left immediately for Belgium.

from the philosophical point of view: the new freedom and powers which the sense of hearing is stimulated to acquire mean far more than the introduction of new materials in musical art means in itself.

MOTORISTS THIS IS YOUR PAGE

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OUR WEEKLY CHAT

On Cars, Trucks, Cycles And Accessories

NOTES FROM THE FACTORIES

[By "Super-Six."]

Contracts for Motor Tonnage

During the course of February, according to "The Motor Ship," orders were placed for 34 motor ships totalling 180,000 tons gross, of which 12 (of 60,000 tons gross) are to be built in Britain. They include 15 cargo liners designed to maintain 14 knots or 15 knots at sea, thus illustrating the tendency to raise the speed of freight-carrying ships. Included among the orders mentioned are four Diesel-engined trawlers which will be constructed in Britain and which are believed to be the largest fishing vessels of the type yet built. It is recorded that among those who ordered motor ships last month are four firms, owning between them oil-engined ships of three-quarters of a million tons deadweight, and they have now contracted for a score of motor vessels which will add over 200,000 tons deadweight to their fleet.

New Records

Studebaker has been awarded additional records by the International Association of Recognized Automobile Clubs, Paris. These records were won by a fully equipped stock model President Eight during its recent run of 50,000 miles in 26,326 minutes and in a 24 hour run. Studebaker's President Eight now holds a total of 34 of the highest speed and endurance records approved by the I.A.R.A.C. Even more remarkable is that the 11 world records awarded are for any class of car. This regular production Studebaker out-spaced and out-lasted the records of the world's Grand Prix racing models, stripped to the chassis! The President also holds 115 official American records for speed and endurance. The new world champion President Eight has many basic improvements that make it still greater, still more desirable.

Workers' Sun Test

The sun's effect on the health of workers is to be tested in novel fashion at large new commercial offices which have been built alongside the main entrance of Fort Dunlop, near Birmingham. All the windows on the first floor have been glazed with vitaglass to admit the sun's ultra-violet rays, which are cut off by ordinary glass. Careful records are to be kept of the health of the workers on this floor and compared with similar statistics taken of the workers on the other three floors. A similar experiment carried out in Lancashire showed that there was much less absenteeism amongst those employed in a shop reached by the health-giving rays than amongst other groups working behind ordinary windows in the same factory. Should the sun worker at Fort Dunlop show any such gains, every window in the great new building is to be glazed to admit the ultra-violet rays.

Woman's Car Signal Device

Among the 150 inventors who demonstrated anti-dazzle and automatic car signalling devices in Richmond Park under the auspices of the Royal Automobile Club was a modest-looking little woman in spectacles. Her signalling apparatus was home-made and it was fitted to a cheap family car. The woman inventor was Miss E. Long, of Guildford, Surrey, and she looked very proud when officials from the Ministry of Transport and the police examined her device. It consisted of an automatic hand which can be moved into position from the driver's seat without opening the window of a saloon car and was illuminated for night driving. Ministry of Transport officials attended the demonstration in view of the possibility of issuing regulations to make the position of automatic signalling on motor-cars uniform.

Swedish Prince's Choice

Prince Carl of Sweden is one of the latest converts to the sport of motor-cycling. Although several Swedish machines are made, Prince Carl rides a British Ariel, of which he has just taken delivery. He rides both solo and with a sidecar, but prefers the solo machines, since there is more thrill to be had from two wheels.

Ban on Lady Motor-Cyclists

The ban on women motor-cyclists imposed by the Motor Cycling Club is to be maintained. A proposal that girl riders should be eligible to compete in the club's trials was defeated by a big majority at the annual general meeting of the club held in London. Thus, girl riders are still barred from competing in the three classic trials, the London-Exeter, the London-Land's End, and the London-Edinburgh, although they may participate as passengers.

Car Clubs in Australia

When men and women band themselves together because of ownership in a certain make of car, it is obvious that they are not only satisfied but enthusiastic in the possession of their particular machine. In various parts of the world, but more particularly in Australia, Fiat car clubs have been formed, with, as the essential condition of membership, ownership of a Fiat car. One of the most progressive of these clubs is to be found at Sydney, Australia. There is another in New South Wales, Western Australia. These

associations organize, from time to time, social and sports meetings, excursions and outings, for the amusement and instruction of themselves and their relatives and friends. A fraternal spirit is cultivated, and the members feel that wherever they may be travelling, and whatever difficulties they may encounter on the road, they are never alone but always have at their disposal the help and assistance of other owners of Fiat cars.

Winner of Maude's Trophy

The Competitions Committee of the Auto-Cycle Union have awarded the Maude's Trophy for 1928 to Ariel Works, Ltd. This much-coveted trophy is presented each year for the most outstanding motor-cycling performance. It goes to the Ariel Works as a result of the remarkable endurance test in the summer when two machines of this make completed a 10,000-miles trial under A.C.U. observation. This is the second year in succession that this firm has carried off this trophy. It was given to the Ariel Works in 1927 for a 5,000-miles successful non-engine stop test of a sidecar machine.

Motor Bandits

Lord Byng is making a determined effort to stamp out motor-bandits, whose numbers are increasing daily. He has outlined a scheme whereby the Police may be provided with very fast cars

placed on the main roads in and out of London. This means that a ring may be placed in a few moments around the metropolis, each unit being in wireless communication with Scotland Yard. Wireless communications have supplemented the system of Police telephones, fifteen hundred of which were originally visualised in Lord Byng's plans.

British Cycles Score Success

British motor-cycles scored sweeping successes in the recent South African I.T. In addition to a Rudge-Whitworth winning the senior class, Velocettes acquired the junior and the unlimited events. In the smallest category also three James motor-cycles finished first, second, and third. These were fitted with Villier's super-sports engines, and, despite the small cubic capacity, the winner averaged 48.4 m.p.h. over an exceptionally severe course. The reliability of these small machines is demonstrated by the fact that there were only 20 secs. between the first two men home, while the third was only 6 mins. behind.

Silence Encouraged in Trials

In the London-Gloucester-London trial a Matchless machine carried off the special Silver Cup for the most silent solo. There are few trials in which silence is seriously taken into consideration. True, there is a general rule in most

trials that if machines are too rowdy they may be disqualified. But I do not remember an occasion on which judges have taken this strong action. This being so, one can only presume that the rule is "eye-wash." Now that silence is at last receiving due consideration it would be an excellent thing if club secretaries included special awards for this excellent quality in all events.

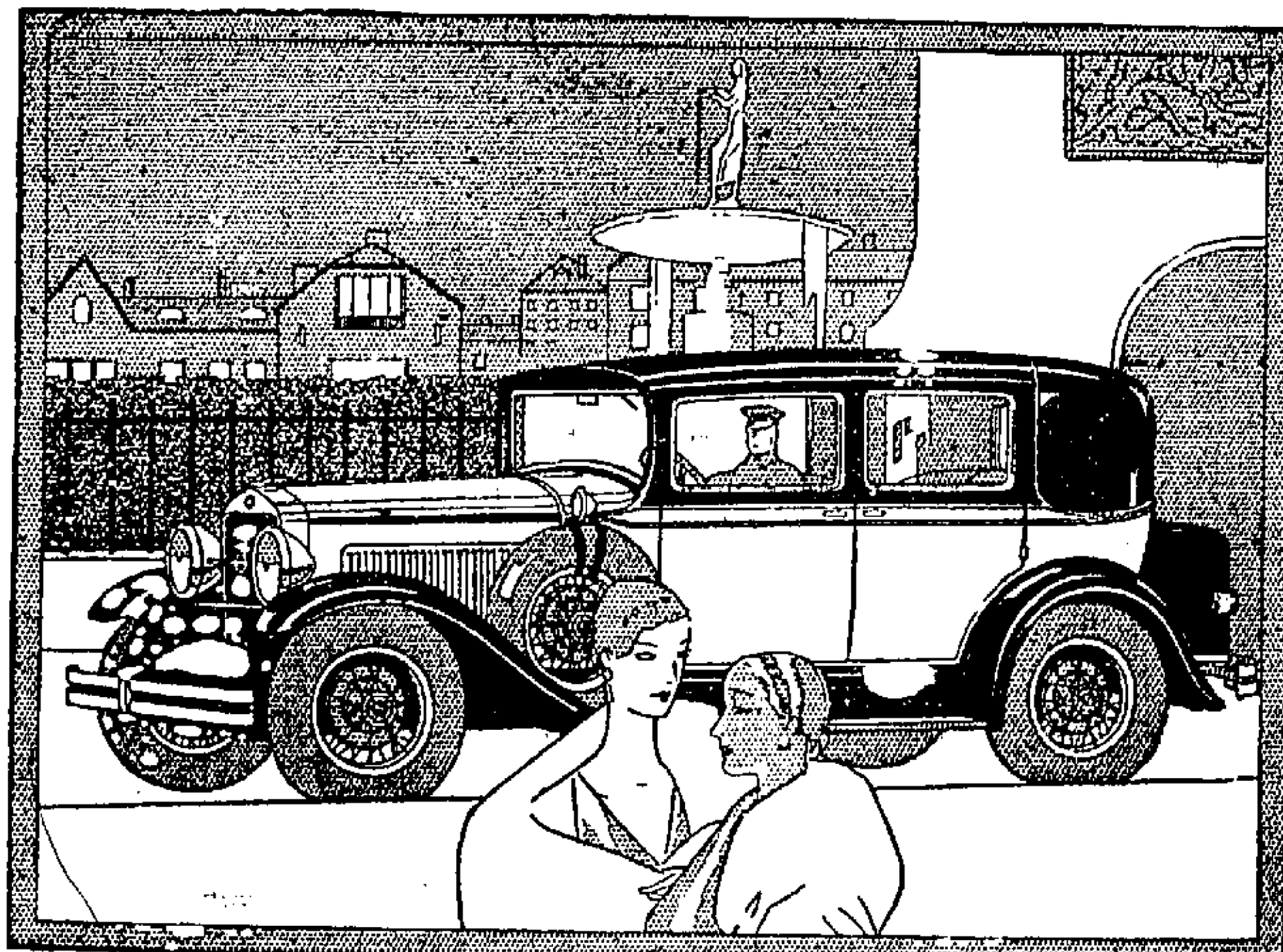
Signals to Warn Motorists

Thirty-four level-crossing gates on railway tracks in Normandy are to be abolished at once. The level-crossing keepers will be replaced by automatic signals. In the daytime these will consist of a red St. Andrew's cross on a white ground, and at night of an intermittent yellow light which will indicate the approach to a level-crossing. Three hundred yards from the level-crossing a luminous sign representing a locomotive will show at night that a train is approaching and warn the motorist to exercise great care.

BUSINESS OPPORTUNITY.

CLASSIFIED Advertisements, set-up in this style and inserted in "The Hong Kong Sunday Herald," are speedy and effective in procuring results. Rate 50 cts. for 40 words for one insertion. Bring yours in to 3A, Wyndham Street or Phone C. 4641.

EVERYTHING you enjoy in a car at a price you enjoy paying



STUDEBAKER'S NEW COMMANDER EIGHT BROUGHAM—Six wire wheels and touring trunk standard equipment. Non-shatterable safety-glass windscreen.

THIS great new Studebaker Commander Eight offers you everything you enjoy in motoring. The beauty of low, graceful curved lines . . . glistening chromium plating and distinctive new colour combinations that mark tomorrow's mode. The luxurious riding comfort of new ball bearing spring shackles and hydraulic shock absorbers. Performance of the thoroughbred calibre which has won for Studebaker 11 stock car world records and 23 international records.

A specially designed trunk fitted with three cases is mounted at the rear. The front seat, steering wheel and pedals are adjustable to your preference. Two extra wire wheels are locked in front mudguards. The new Commander is available also in six other body types varying from a convertible cabriolet to a family sedan.

You might easily estimate the cost of this new champion Commander Eight much higher than Studebaker's price—nearly a score of sizes cost more.

Studebaker's Four Lines
[Studebaker builds four great lines of cars—The President Eight (30,000 miles in 26,326 minutes); The Commander Eight; The Director (5000 miles in 4721 minutes); The Roadster (1000 miles in 914 minutes). Each is backed by Studebaker's 12-month guarantee.]

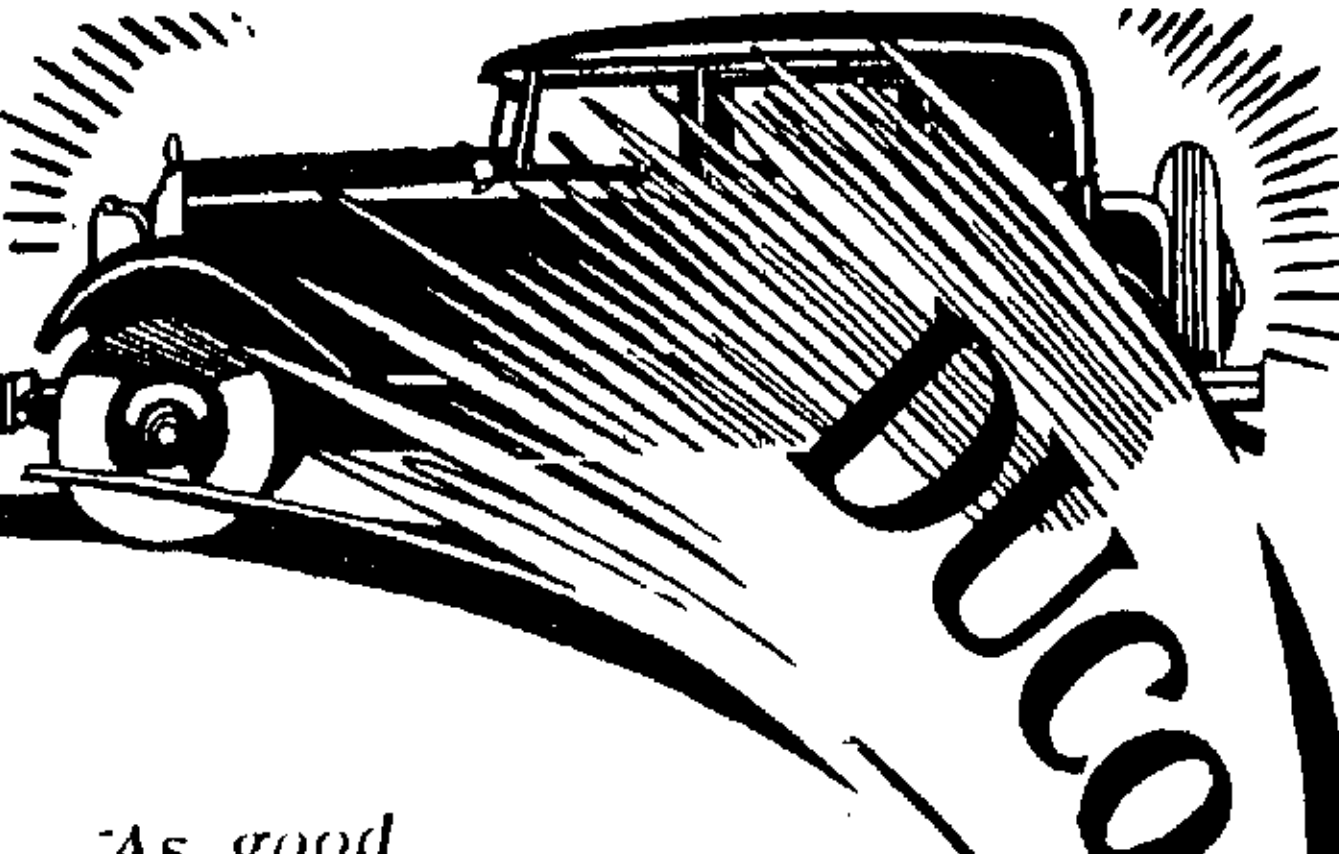
Prices Range from H.K.\$2,320 to H.K.\$6,140.

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STUDEBAKER
BUILDER OF CHAMPIONS



**As good
as New**

Let us renew the original beauty of your car with an expertly applied DUCO finish job. Then she'll look as good as new.

Full particulars from
THE REPUBLIC MOTOR CO. OF CHINA.
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Chassis

MERCHANTS EXPRESS
—110" wheelbase
—120" wheelbase
COMMERCIAL TRUCK
—120" wheelbase
1 1/2 TON—130" wheelbase
1 1/2 TON—140" wheelbase
1 1/2 TON—150" wheelbase
1 1/2 TON—160" wheelbase
2 1/2 TON—160" wheelbase



**Money Makers
the World Over
GRAHAM BROTHERS
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BUILT BY TRUCK DIVISION OF DODGE BROTHERS
SOLE DEALERS FOR SOUTH CHINA

SOUTH CHINA MOTOR CAR CO.
33, Des Voeux Road C.
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A mighty tough test of
Goodrich Silvertowns



Public buses can show you the facts about GOODRICH SILVERTOWNS. They give—

- added mileage, yielding more deliveries from a single set of tyres.
- continuous mileage, freed from trouble, which gets deliveries to customers on time
- sturdy mileage, caring little for rough going and heavy loads.

Goodrich Silvertowns
"Best in the Long Run"

SOLE AGENTS:
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ALL SORTS OF MOTOR ACCESSORIES ALSO IN STOCK.

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Tel. C. 244.

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11, Queen's Road, E.
Tel. C. 575.

BUS CHASSIS A Straight Eight Power

America's first bus chassis powered by a straight eight motor is announced by the Studebaker Corporation of America.

Finer performance, smoother operation and greater stamina is claimed for this new bus chassis by Studebaker engineers.

The new Studebaker buses are offered in two sizes—158-inch and 184-inch wheelbase and in three types. These include the 158-inch straight eight Junior Chassis Model 77 with single or dual rear wheels, the regular straight eight 184-inch Special Chassis Model 88, single or dual rear wheels, and the 184-inch straight eight Heavy Duty Chassis Model 99. Standard bus models are the 22-passenger Seminole Observation Parlor Car and the 21-passenger street car bus.

Some of the more important features of these new buses are: a 115-horse-power straight eight motor; dual carburetors which in effect give two carburetors and two manifolds each feeding four cylinders; a semi-automatic choke; large over-sized generator; sturdy mountings; motor driven fuel pump; improved and heavier fan mounting; weather proof ignition. Three or four speed transmissions are optional.

The motor used in the new buses is fundamentally the same as the one used in The President Straight Eight, except that it possesses additional refinements which give it even greater stamina and all-around performance. That it already possesses stamina to an unusual degree has been conclusively proved by its record breaking runs under American Automobile Association supervision at the Atlantic City Speedway, chief of which was when two President Straight Eight Roadsters travelled 30,000 miles in 26,326 and 26,329 consecutive minutes respectively.

Safety Strength

The chassis is unusually strong and provides extra factors of safety and strength throughout without sacrificing riding comfort. On the 184" Special and Heavy Duty chassis, there are two tubular cross members and one pressed steel cross member. In the 158" Junior chassis there is one tubular cross member and one pressed steel cross member. The frame is made of high quality pressed steel. Its maximum section is 8-1/16" in height, 3" in flange width and 7-3/32" thick.

Heavier and wider spring carried in extra heavy shackles with big spring bolts are an important contribution to riding comfort. The rear springs are 65-3/8 inches long and 3 inches wide and the front springs 38 inches long and 2-1/2 inches wide. They are of the semi-elliptic type and are manufactured by Studebaker according to Studebaker formulas.

A feature of the braking system and one which affords increased use of braking action and greater driving safety is the use of Westinghouse vacuum brakes as a unit in the four-wheel brake system.

Operating as a unit—these brakes require only one-third the normal pedal pressure to operate.

GERMAN MARKET Fiat Company Takes Interest

Increased activity of the Fiat Company on the German market is revealed by the announcement that the great Italian concern has formed, in conjunction with the Dresdner Bank, the N.S.U. Automobile A.G. of Heilbronne, the capital being 2,000,000 marks. The new company has taken over the entire plant of the Neckarsulmer Kraftfahrzeuge A.G. in Heilbronne where, under direct Fiat technical control, 4,000 direct Fiat technical control, 4,000 to 5,000 cars will be produced annually and will be marketed by the Deutsche Fiat Automobilverkaufs A.G. of Berlin.

In addition to this, the Fiat Company has secured a large share of the capital of N.S.U. Vereinigte Kraftfahrzeugwerke in Neckarsulm, which continues to run the Neckar-

OVERLOADING A Danger To Tyres

Owners and operators of trucks, moving vans and other vehicles required to carry heavy shipments of merchandise, should guard against overloading according to the manager of the Dragon Motor Garage, the local Firestone Service Dealers.

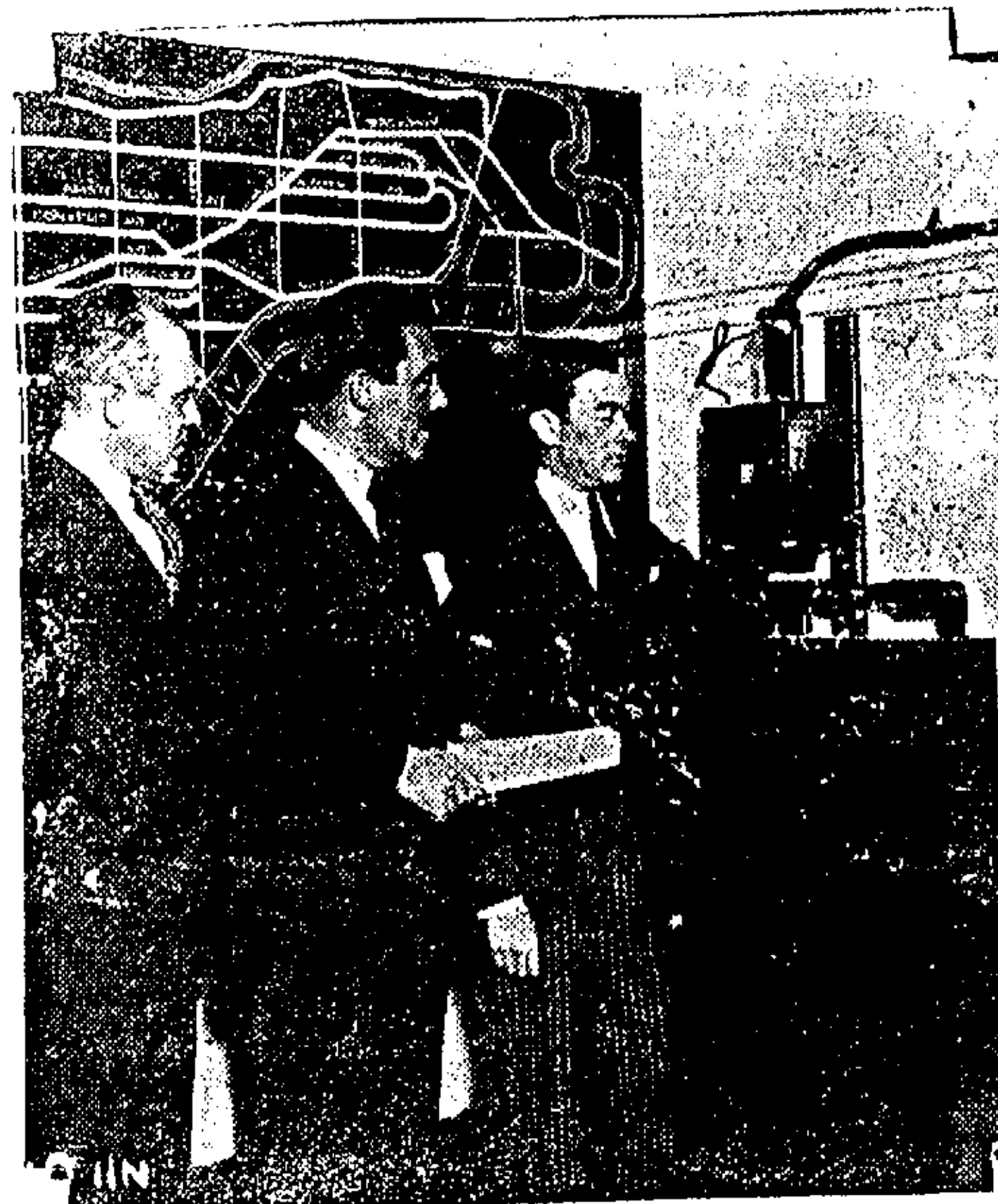
An overloaded tyre cannot give full service, or perform satisfactorily, any more than two horses could be expected to handle a load that four or six horses would find difficult.

Here are some figures that are significant:

A tyre carrying its rated capacity, or 100% load, will give 100% service. If operating conditions remain the same and loads are increased the results are:

110% Load means 83% Tyre Mileage

Central Traffic Control



Left to right are First Deputy Police Commissioner Philip Hoyt, Commissioner Grover Whelan and Mayor "Jimmy" Walker who is in the act of throwing the switch in the control board of the automatic traffic control system for New York's crowded streets. This system operates lights at 440 street intersections simultaneously and will be extended to cover 2,061 street corners and 2,422 miles of city streets.

work of the Neckarsulmer Kraftfahrzeuge A.G. for the production of spare parts for cars and motor cycles, and will therefore serve as a complementary plant of the Heilbronne works.

Albania, the latest European country to turn its attention to motorisation is already making great strides, for cars and lorries are increasing rapidly in number, particularly at Tirana, Durazzo, Valone and the surrounding districts. Agricultural tractors are also coming into very general use. One of the features of this development is that practically the whole of the motor vehicles at present in use in Albania are of Fiat manufacture.

This reduced pedal pressure is especially desirable in street car type service as well as on inter-city routes because it materially reduces the physical energy required for full braking efficiency.

120% Load means 70% Tyre Mileage
130% Load means 60% Tyre Mileage

If however the tyre carries less than capacity load results are:

90% Load means 123% Tyre Mileage

80% Load means 155% Tyre Mileage

70% Load means 200% Tyre Mileage

Don't overload your tyre and expect them to stand up. They can't do it because they are overworked by too much flexing and the extra weight resting on them. Premature breakdowns are the result.

PETROL CONTEST

Remarkable Whippet Demonstration

In a State-wide petrol consumption contest, restricted to private owners of Whippet cars, decided in ten centres throughout Queensland, a grand total of 111 cars took part. Allowing for the skilful and more or less skilful drivers who took part, and for the great variety of road surface upon which the various sections of such a comprehensive competition would be decided, one would hardly look for a high all-round mileage per gallon, but the 111 drivers showed the remarkably high average of 53.3 miles per gallon.

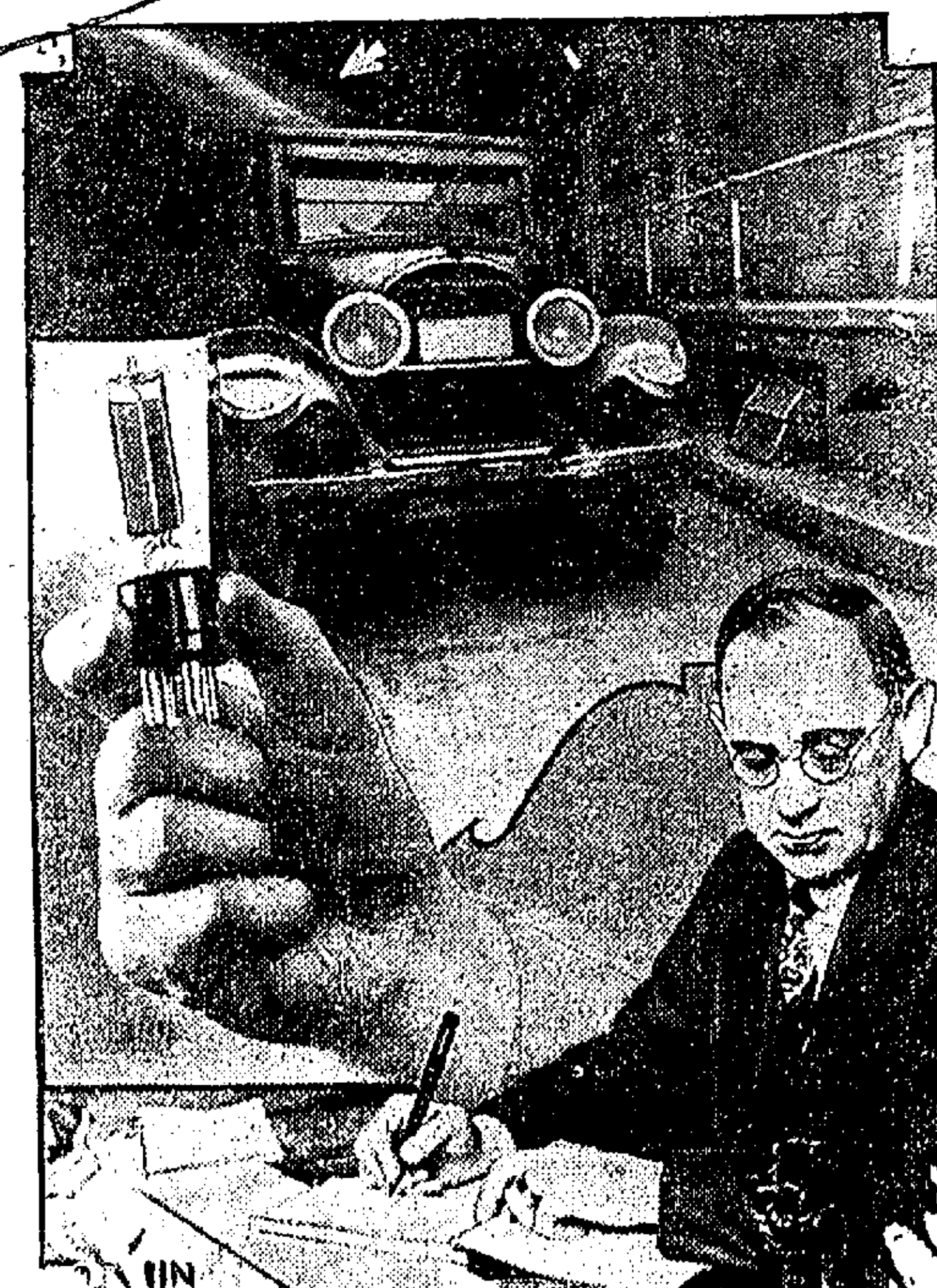
The competition was won by Mr. J. Michod, of the Brisbane section, who secured the astonishingly high average of 95.2 miles to the gallon.

The economy of the Whippet was proved by the 111 owner drivers who took part. Of this number probably 90 per cent. had never driven in a petrol consumption contest before and had very little knowledge of the fine arts of coasting, which is perhaps the most important factor in driving for petrol consumption.

The competitors who did over 70 miles per gallon were keen students of the art of driving, but the most striking feature of the contest was the all-round results registered by the average drivers. The average miles per gallon for the 111 competitors was 53.3—an astonishingly high average considering that it represents the results obtained by good, bad and indifferent drivers. Following are the records made:

3 competitors obtained 90 miles per gallon and over
5 competitors obtained 80 miles per gallon and over
4 competitors obtained 70 miles per gallon and over
20 competitors obtained 60 miles per gallon and over
31 competitors obtained 50 miles per gallon and over
27 competitors obtained 40 miles per gallon and over
10 competitors obtained 30 miles per gallon and over

Autos Count Themselves by Shadows



The experimental apparatus of General Electric make located at the exit end of the New York-New Jersey tunnel consists of a small floodlight (white arrow, left) mounted in an inclined position upon the overhead ironwork of the Hudson tunnel. Its slender beam of light falling upon a little circular window in a box (black arrow, right) placed beneath the sidewalk at the opposite side of the roadway. This box contains a sensitive photo-electric tube (left), an amplifying tube, and an electrical relay (right) operates the counter before the traffic checker, as auto cuts off light beam.

BUYERS' GUIDE

MOTOR CARS

ARMSTRONG SINDELEY.—Hongkong Hotel Garage, Queen's Road. C.4759.
BEAN.—Lane, Crawford, Ltd.
BUICK.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
CADILLAC.—Hongkong Hotel Garage, Queen's Road. C.4759.
CHANDLER.—The Asiatic American Co., 11, Queen's Road East. Tel. C. 575.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C.4759.
CHRYSLER MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
CLYNO.—Lane, Crawford, Ltd.
DE SOTO MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
DODGE.—South China Motor Car Co., 33, Des Voeux Rd. C. Tel. C. 5644.
FIAT.—Soc. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building. C.2221.
FORD.—Wallace Harper & Co., Ltd.
GUY MOTOR PASSENGER BUSES.—Republic Motor Co. of China, 30-32, Des Voeux Road, C. Tel. C. 1216 & 6252.
HILLMAN.—Lane, Crawford, Ltd.
HUMBER.—Lane, Crawford, Ltd.
MORRIS.—Hongkong Hotel Garage, Queen's Road. C.4759.
OAKLAND.—Lane, Crawford, Ltd.
OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
PACKARD.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
PACKARD MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
PLYMOUTH MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
PONTIAC.—Lane, Crawford, Ltd.
ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. C.4759.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C. 4759.
VAUXHALL.—Lane, Crawford, Ltd.
WHIPPET.—Gilman & Co., 4a, Des Voeux Rd. C.
WILLIS-KNIGHT.—Gilman & Co., 4a, Des Voeux Road Central.

MOTOR TRUCKS AND TRACTORS.

BROCKWAY MOTOR TRUCKS.—The Asiatic American Co., 48, Stanley Street. Tel. C. 244.
BEAN.—Lane, Crawford, Ltd.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C.4759.
FAO MOTOR TRUCKS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C.1216 & 6252.
FEDERAL TRUCKS.—Kin Cheong Hong, 37, Connaught Road C. Tel. C. 6.
FIAT.—Soc. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building. C.2221.
FORD TRUCK.—Wallace Harper & Co., Ltd.
FORDSON TRACTOR.—Wallace Harper & Co., Ltd.
G.M.C.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
GRAHAM.—South China Motor Car Co., 33, Des Voeux Rd. C. Tel. C. 5644.
GUY.—A. Lung & Co., 19, Queen's Rd., C. Tel. C. 1219.
MORRIS.—Hongkong Hotel Garage, Queen's Road. C.4759.
REO MOTOR TRUCKS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
SPA.—Soc. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building. C.2221.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C.4759.
WILLIS KNIGHT TRUCKS.—Gilman & Co., Ltd, Des Voeux Rd. Central.

MOTOR CYCLES

B. S. A.—The Sincere Co., Ltd., Des Voeux Road. C.1067.
HARLEY-DAVIDSON.—Gascon Motor Co., 2, Kwong Wah Road, Kowloon. K. 1242.
HUMBER.—Lane, Crawford, Ltd.
MONET-GOYON.—French Motor Cycle Co., 46, Nathan Road, Kowloon.
NEW HUDSON.—A. Lung & Co., 19, Queen's Road C. Tel. C. 1219.
NEW HUDSON MOTOR CYCLES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
RALEIGH.—A. Lung & Co., 19, Queen's Road, C. Tel. C. 1219.
RALEIGH MOTOR CYCLES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
ROYAL ENFIELD MOTOR CYCLES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

TYRES AND ACCESSORIES.

ACCESSORIES.—Hongkong Hotel Garage, Queen's Road. C. 4759.
ACCESSORIES.—South China Motor Car Co., 33, Des Voeux Rd. C. Tel. C. 5644.
ACCESSORIES.—Universal Motor & Supply Co., 22, Queen's Rd. C. Tel. C. 4915.
FIRESTONE TYRES.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. C.1247.
GOODRICH TYRES.—Universal Motor & Supply Co., 22, Queen's Road C. Tel. C. 4915.
MICHELIN TYRES.—Goeke & Co. China Building C. 2221.
MILLER RUBBER TYRES AND TUBES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

7 competitors obtained 25 miles per gallon and over
4 competitors obtained 22 miles per gallon and over

Quite a few of the drivers who took part had only just purchased their cars, and the car driven by a lady driver, Miss Lawrence of Rockhampton, was only a week old and, notwithstanding the fact that it was piloted by a lady, the remarkable figure of 64.8 miles per gallon was registered, placing second in the Rockhampton division.

Messrs. E. G. Eager and Son, Brisbane, Australia, are among the most enterprising Willys-Overland distributors to conduct such a petrol consumption contest each year.

WORKS LABORATORIES

Whilst the average man realizes that research work has always been carried out, he does not realize that work on similar lines has spread into the sphere of motor manufacture, but it is a fact that no large works is complete without a fully equipped laboratory under the charge of a competent metallurgist. Its functions, whilst not so far reaching as those of a research laboratory, are, however, almost equally important.

The duties of the metallurgist, says "The Light Car and Cyclecar," include responsibility for keeping all materials used in car construction within their correct specifications, and in collaboration with the

designer he selects the most suitable material for each component part, further lays down the necessary physical properties and decides the form of heat treatment when required.

Standardization of recognized alloys is now well advanced, and specifications, covering both physical properties and chemical composition have been delineated by such authoritative bodies as the British Engineering Standards Association and the Air Board.

BEST SELLERS

"Motor Cycling" mentions that the best seller amongst utility machines of the future may be not a product of the brains of the boardroom, designing or sales department of a known motorcycle factory, but a fledgling of some at present obscure person who may leap from very small beginnings into fame in the manner of Mr. Morris, who butted into a clearly defined extremely competitive field with a proposition so good that none could hold him! It seems extremely improbable, however, that a similar romance will surround the favourite utility motorcycle of the future, because it is thought that it is the present-day cyclist who will provide the largest market, and his requirements are already thoroughly known to many of our motorcycle manufacturers who were catering for him before the internal combustion engine was invented.

1930 OPEL

Limousine And Touring Cars

PULLMAN BODY

Perhaps the best model of motor cars designed for the year 1930 is the Opel luxurious limousine. This car has most graceful lines and looks every inch a car that a millionaire would enjoy.

It is a 20 1/4 H.P. vehicle, with four doors which give easy entrance and egress. The whole interior is fully upholstered in first class velvet. It is designed to seat five passengers comfortably. All the wide windows may be raised or lowered by cranks.

The comfort of the passengers has also been assiduously studied. Ash tray and electric cigar lighter have not been forgotten. Ceiling light, luggage net, coat hooks and foot rest complete the luxurious equipment.

The windscreen may be tilted outward, and an air conditioning device allows a sufficient ventilation inside the car, without letting any dust or rain penetrate. There is also a rear view mirror, automatic windscreen wiper, direction indicator, and the stop signal lighting up automatically when the four wheel brake pedal is touched.

On a correspondingly larger chassis, the seven seater Pullman limousine body, fitted with two touring seats, is mounted.

The Touring Car

The Opel four seater touring car is also built on similar lines, and is also equipped with four wheel brake. The brake power of the motor is 14 1/2 H.P. The cylinders are of four inch bore. Bore and stroke: 60 by 90 millimetres. Wheel base: 99 inches. Wheel track: 46 1/2 inches.

This touring is fitted with celluloid windows, door pockets, floor covering, and the body is finished in steel blue, dark blue, dark green, red or any other colour.

Technical Particulars

The technical particulars of these two models are:

R.A.C. Rating of motor: 20 H.P.
Brake Power: 40 H.P.
Cylinders: 4
Cylinder bore: 89 millimetres.
Cylinder Stroke: 105 millimetres.
Cylinder contents: 2.6 litres.
Size road balloon tyres: 30" x 5.25".
Fuel Consumption: 22 miles a gallon.
Oil Consumption: 600 miles a gallon.
Maximum Speed: 50 m.p.h.

HOME TRUTHS

Tyres and the Man

A number of home truths for motorists were tellingly put by Mr. W. H. PAUL, Technical Director of the Dunlop Rubber Co., Ltd., in an informative paper read before the members of the Institute of Automobile Engineers which is now available in booklet form.

The maker does not supply a complete pneumatic tyre, says Mr. Paul. He supplies a cover and a tube and it is the user who supplies the vital column of compressed air which carries the load, provides the yield and recovery to cushion the car and resists that rigidity to a flexible cover through which the engine power can be transmitted to the road.

"If we could imagine," continues Mr. Paul, "cars being delivered without springs—the user is left to provide a spring of suitable strength—no one would be surprised at a collapse if a spring of only half the proper strength were fitted. There is no more reason for surprise at the collapse of a pneumatic tyre carrying only half the proper inflation pressure."

As regards the power consumption of tyres, Mr. Paul states that each portion of the tyres of a car travelling along a road at 30 miles an hour is compressed and released about six times per second. Five-inch high pressure tyres fitted to a large car running at 50 miles an hour consume 7.2 h.p.; 6.75 in. balloon tyres on the same car consume 11.9 h.p. at the same speed; at 25 miles an hour the four tyres of a light car consume about 1.8 h.p. if the tyres be 3 1/4 in. high pressure inflated to 40 lbs., and 2.4 h.p. if they be 4.40 in. at 25 lbs. Under normal conditions the power losses in the tyres represent about 30 per cent. of the total energy losses in the whole car.

"The tyre maker," states Mr. Paul, "has no reason to be ashamed of the progress in tyre manufacture, for tyres have been made which have stood up to speeds of over 200 miles per hour, to 182 miles in one hour, to 2,724

MOTOR RACING

Standard Cars Used By Americans

NEW REGULATION

America is taking up standard or stock car racing. Road races for standard cars have practically swept all other forms of motor racing out of existence in Europe, and it would seem that the same thing is going to happen on the other side of the Atlantic.

The first important race for standard sports cars was started at Le Mans soon after the war, and the 24-hour test there is now an annual event. Since then race after race has been promoted, not for specially built and designed racing cars, but for standard sports cars which anyone may buy.

This year America will be strongly represented in all the European events, but in addition she is starting endurance races of her own for standard sports cars.

The American Automobile Association, which controls all racing events in the United States, has brought out new regulations which will tend to modify the highly specialised American racing car and give it some resemblance to cars in everyday use.

Under the new regulations every vehicle must carry a weight of 7 1/2 in. for every cubic inch of engine capacity. The track must be from 52 to 60 inches wide, and the width of the body must be at least 34 inches. This, of course, eliminates the narrow freak car. It must also be possible to carry two passengers in every race of 100 miles or more.

These regulations, which have caused consternation, mean that practically every purely racing car will be eliminated.

OLD CARS

Suggested Company To Purchase Them

NEW TRADE PLAN

Is Britain to have a co-operative company which will purchase obsolete cars so that car manufacturers shall have a continuous demand for their new products?

One of the greatest problems that faces the motor trade in Britain at the moment is the disposal of the old cars to make way for the new ones. The Garage and Motor Agent, in the current issue, contains an interesting suggestion by a member of the motor trade for the starting of a company for breaking up old cars.

In America great car dumps are to be found everywhere, and manufacturers find that it pays them to have old cars broken up.

In the British scheme it is suggested that a small private limited company should be formed with capital subscribed by the various car making firms which would enter the scheme, roughly in proportion to their output. It is also suggested that every year for a minimum period of three years each manufacturer should subscribe a sum not more than 1 per cent. of this turnover for the previous year on the British market only, no account to be taken of foreign sales or the sales of parts or accessories.

The company would buy from recognised traders only cars that were capable of being driven to the dump under their own power, and the price would in no case exceed £20. No car so purchased would be put back into circulation.

HOW NATIVES BUY BUSES

The facility of hire-purchase has made tremendous difference to the commercial motor trade, and it is not always realized, points out "The Commercial Motor," that in many a Javanese jungle village, peasant bus owners pay their monthly instalments to a finance house (or fall to pay it, as the case may be), just as our village bus proprietors do at home. The deposit, however, which is usually one-third of the value of the vehicle, is frequently obtained from a money-lender in the case of these Orientals, and the interest on the loan may be anything up to 75 per cent. Considering that these poor fellows do not always understand the setting aside of an amount to cover depreciation, it will be well realized how hire-purchase, imprudently applied, may bring motor-bus operators to a sorry plight.

It is well for the road-passenger business that hire-purchase is so well regulated in this country.

miles in twenty-four hours. There is still the greater test of providing at least 145 million tyres for cars in current use operating under every conceivable kind of condition all over the world."

MOTOR INDUSTRY

Prevailing Conditions in Siam

KEEN COMPETITION

The following extracts are taken from the newly issued report on Economic Conditions in Siam for the third quarter of 1928 by Mr. W. W. Coultas, acting British Consul-General, Bangkok. The extracts relating to the Chiangmai and Singora districts are from the reports of Mr. W. A. R. Wood and Mr. Drummond Hogg.

Bangkok's Many Cars

There is a growing demand for all forms of motor transport both in Bangkok and the provinces, a significant feature of this development being the recent introduction of taxi-cabs for use in the capital where hitherto casual transport requirements had been met by rickshaws which are now being steadily ousted.

205 more cars were imported during 1927-28 (1,052) than during the previous twelve months (1,747). The average value of cars imported during the past three years has been about Tica's 300 per car. The majority of cars sold in Bangkok come from America, being imported either direct or via Penang or Netherlands India. The figures for these countries of consignment show an increase of 53 over those of the previous year and account for 63 per cent. of the total number imported. The United Kingdom with 221 cars to her credit supplied 65 more than she did during the previous year. Italy with 265 more than doubles her figures for 1926-27. A statement of the new cars registered in Bangkok during six months ended September, 1928, shows that cars were registered as follows:—Of British manufacture 38; American and Canadian 91; Italian 93; French 12; German 12; Belgian 2, other European 8. Of the 82 lorries registered 79 were of American, 2 British and 1 other European manufacture.

British Cars Too Good

Of the Singora district the Consul reports:—Goods for this market must be cheap; quality is a secondary consideration, and this fact militates against the sale of British manufactures in this area. British cars, for example, are too well-constructed and last too long for the local transporter of the public, who finds that a cheap and more gaudy vehicle is attractive to peasant passengers, who place colour before workmanship. The majority of the public motor cars are of foreign make, both foreign and British makes being favoured by private owners, who are, however, as yet comparatively few.

American Cars Lead

In the whole of Chiangmai district, there are 174 cars and 506 buses or lorries, that is to say 680 motor vehicles, in all. Of these the overwhelming majority are of cheap American makes. In the case of the buses and lorries the bodies are built locally. As the road mileage increases and particularly when road communication with the Shan State of Kengtung is established, the trade in motor vehicles and accessories will be worthy of notice, but it seems doubtful whether the existing preference for American manufactures can be overcome.

The day is probably far distant when the tourist will be able to travel by motor car from Penang in the Straits Settlements to Kengtung in the Southern Shan States.

PITFALLS IN THE WAY OF TAXATION ALTERATIONS

There have been suggestions that the Chancellor of the Exchequer should increase the petrol tax and reduce the direct tax on vehicles.

Viewed in its connection with the commercial-vehicle industry, such suggestions can be considered as most unsatisfactory, says "The Commercial Motor," for the heavy vehicle, whether it be used for goods or for passengers, has a comparatively heavy fuel consumption, and any reduction of vehicle tax which might be obtained is hardly likely to offset the increased tax on its fuel.

Already the addition to the almost overwhelming taxation increases to which the commercial vehicle was subjected only a short time ago and the tax on petrol have, in many cases, converted profit into loss, the latter tax alone having increased the running cost of many vehicles by £1 or more per week.

There is, however, another aspect of the subject which should receive attention. The petrol tax is allocated to de-rating, whilst the bulk of the vehicle tax goes towards the upkeep and construction of roads. Any alteration of the balance in the manner indicated would benefit the rates at the expense of the roads.

ROAD SENSE

Deafness No Bar To Motoring

SIGHT IMPORTANT

Much capital is being made once more in the daily Press of the fact that any one—blind, epileptic, limbless, or deaf—can obtain a driving licence, and, strangely enough, deafness has been singled out as a special reason for withholding driving licences.

The contention that deafness is an infirmity which seriously affects the ability of a person to drive without endangering the public is an extraordinary one, and indicates a singular lack of road knowledge on the part of those advancing it. Drivers possessed of the most acute hearing become more or less "deaf" in the sense that they are shut off from other sounds when they control enclosed cars, steam waggons, electric trams, and heavy lorries, while motor cyclists and airmen are equally incapacitated when they wear leather helmets.

Hearing is the last sense to which a driver should trust; it is the most unreliable and the most conducive to deception; the hoot of a horn, heard when approaching a cross-road, may be behind, behind, from the right, or from the left.

The Only Reliable Sense

Sight is the only reliable sense and it is the only sense by which good drivers can proceed with absolute safety. If drivers never passed over cross-roads without seeing that the way was clear; if pedestrians never crossed the road without seeing that the way was clear; if all who hold the crown of the road would see that faster people wished to overtake (using a mirror for their backward glances), then the need for audible warnings would be eliminated.

Audible warning must be translated to visual warnings before it becomes effective, and as faster and faster traffic is training all people to look first, so the importance of hearing diminishes as a factor of road safety.

Hearing is undoubtedly the least serviceable of the senses that can be used in driving, and deafness, therefore, should in no way affect the granting of a driving licence.—"The Motor Cycle."

NIGHT PERILS

Some Death Traps For Motorists

Writing in connection with the recent trial in Singapore the "Malay Mail" says: We think the moment is opportune to draw attention to the fact that certain of the roads round Kuala Lumpur are in danger of becoming death-traps for motorists. We may take the Klang-road as an instance where for months past repairs and alterations have been proceeding at a leisurely pace. A few days ago a correspondent of the "Malay Mail" called attention to a steam roller stationed on the new Petaling bridge which had inadequate lights generally, and on a particular night, no lights at all. That motor was speedily remedied, but now at several places along this road, noticeably at about the fourth mile, three-wheeled tar-boilers are left unlighted on the road and are allowed to project to a dangerous extent. The road at this point is very dark at night and many cars are passing constantly, also pedestrians and cyclists.

To avoid an oncoming car with brilliant lights a driver must keep well to his left and should his passing of the approaching car be co-incidental with his passing of one of these tar-boilers, an accident is bound to happen. It is only by good luck that none has yet occurred at this spot. Motorists pay substantial taxes and have a right to expect reasonably fair and safe roads on which to drive, free from dangerous obstructions.

GLYCERINE BEATS THE FROST

In America a man often has to leave his car out in the roadway along with a dozen others all night, remarks "The Motor." Next morning he comes out, sweeps the snow off the bonnet, pushes it off the running-boards, jumps in, presses the starter button, treads on the "gas" and off he goes. There is no messing about with the kettles of hot water before he gets a start. He does not bother about emptying the radiator and carefully draining the cylinders, and particularly the pump, overnight, because he uses a non-freezing water mixture.

Glycerine is the usual chemical added to the water to prevent it freezing. At petrol stations one will see labels giving the price in so many cents, or dollars and cents, per gallon for gasoline, oil and glycerine. But in England it is apparently very difficult to buy glycerine except in fancy bottles at fancy prices.

We PROVE OUR CLAIMS

The following remarks by present owners prove that Oldsmobile understates rather than overstates the merits of this fine car of low price

Performance "I have never handled a car of its size or in its price-class which matches this Oldsmobile for ease in handling, comfort and performance" . . . "The motor is remarkable. Pick-up from 20 to 35 miles per hour in high speed compares to ordinary pick-up in second speed" . . . "It will travel cross-country at 50 and 55 miles per hour as easily as it does 30."

Value "It looks to me like Oldsmobile has given me \$2500 worth of automobile in my new Landau" . . . "I own a four-door Oldsmobile and let me remark that every word of what you say in your advertising is true" . . . "There is

no car within 500 dollars of its price that approaches Oldsmobile in appearance, performance and comfort."

Appearance, Comfort "The riding qualities are great; it is a wonderful car" . . . "At the local Auto Show we looked them all over good, tried them for comfort and later took demonstrations of the makes in which we were interested. We bought the Oldsmobile."

Come in and inspect "the fine car of low price." Drive it yourself and you will understand how easily we prove our claims!

The names and addresses of the owners writing the letters from all over the world are given in the Oldsmobile Book, which is sent free to all who apply for it.

Roadster \$12,500.00
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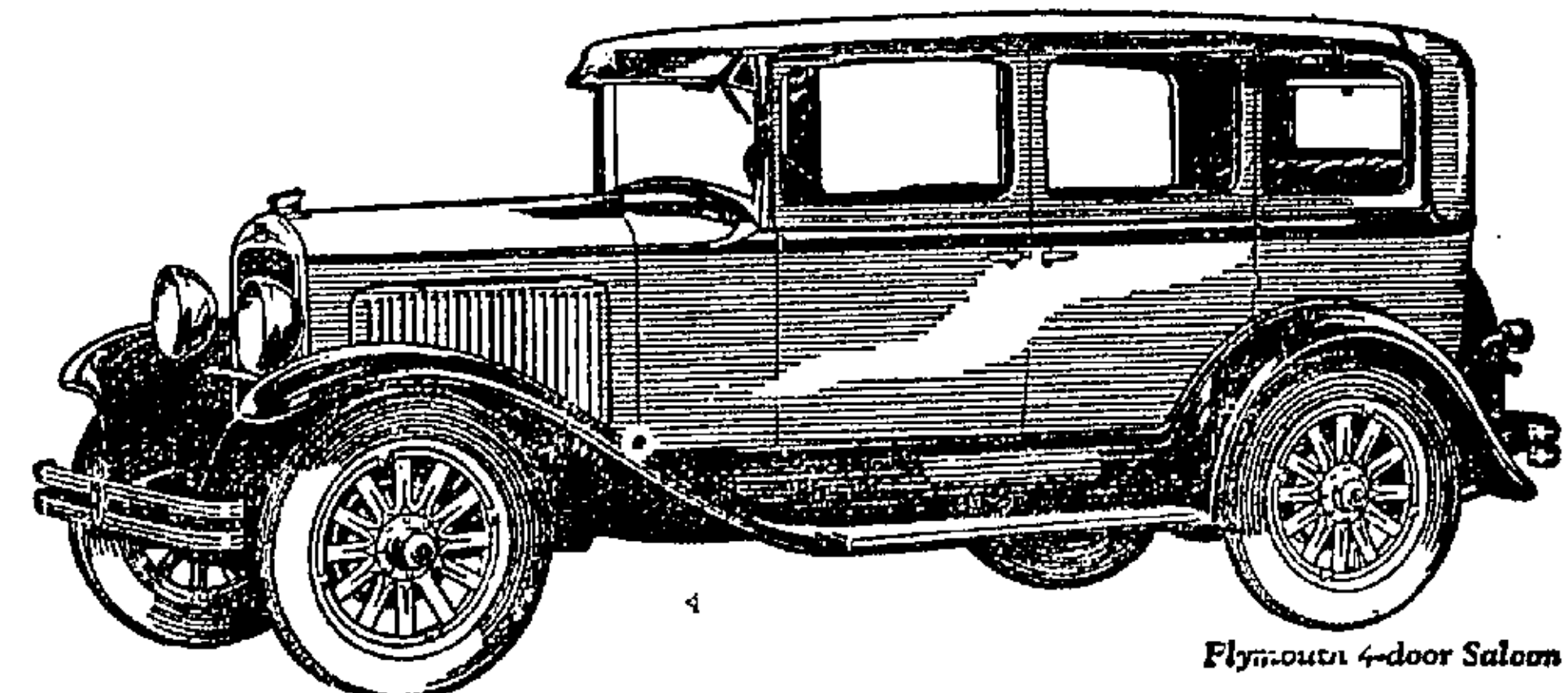
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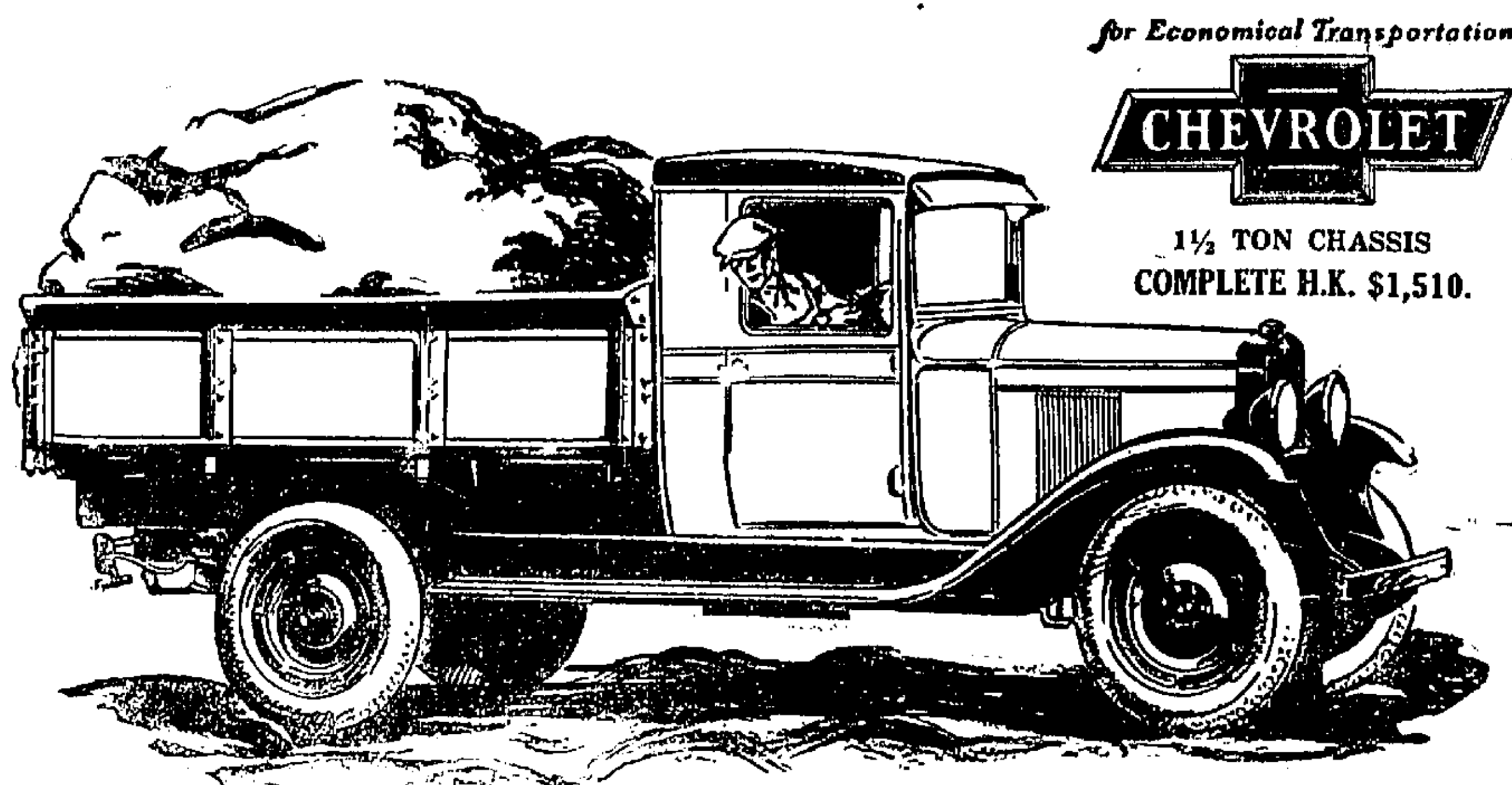
In appearance, the Plymouth unquestionably leads its field for distinctive style and beauty. In action, it brilliantly sustains the Chrysler reputation for refined power, speed and smoothness.

See and drive the new Plymouth today to know the generous margin by which it exceeds other cars in value.

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CYCLES & CARS

Trailing the "Original" Tourist

(By Robert M. Parks)

First, to make sure of what we are looking for, to the dictionary. Here we find that a "tour" is a "going round; hence a journey in a circuit, prolonged journey." A "tourist," then, is one who indulges in this diverting activity of "going around," and, especially, "one who travels from place to place for pleasure or culture." A very simple beginning.

The very latest thing in touring, of course, is the air tour. A few months ago we learned of a boy stowaway on the Graf Zeppelin when it returned to Germany, the first "hobo of the air." Air "tours" across the Atlantic have become rather common. The Pacific hop to Hawaii has hardly been made often enough to qualify as a "pleasure tour."

But now has come the annual National Air Tour, to demonstrate the reliability of aeroplanes, and only time will tell whether they pre-empt such widespread use of the mode of travel they advertise as did the Glidden Tours during the first years of our century.

Motor Touring

Glidden really blazed the trail for us in motor touring. Yet probably few, if any, men of his time foresaw our present vast network of highways and the ceaseless movement of our millions of speeding cars. They could hardly have envisioned the herds of "tin-car tourists"—following the illusive call of green pastures, no matter how far away the mirage or how lean the pocketbook—nor the armies of pleasure-seeking motorists who are well able to travel luxuriously and comfortably wherever the fancy leads.

Could anyone have foreseen that the one-time favourite subject of the cartoonist and jokster—the hobo—would largely desert the rails, avoid the rough handling tactics of freight-yard "bulls," by taking to the highways and the generosity of motorists? But there we find him today, along with amazing numbers of "hitchhikers" of a higher order who start out on a trans-Continental journey—via other people's automobiles—with little more than a toothbrush and a smile.

The hobo—the impetuous railroad traveller, the shiftless wandering workman who sneaked into a side-door Pullman or flitted with death to ride the rods or blind baggage in a whirlwind of grime and flying gravel—has been suggested as the "original" tourist. However, he hardly qualifies.

"Safety" Bicycles

For, rightly claiming priority, there are the clubs of cyclists who used to wheel their way from city to city on their "safety" bicycles. And, before them, the brave lads who, perched high upon their old-fashioned wheels, pedaled precariously whither roads permitted.

A NEW NATIONAL SPORT

A writer in "Motor Cycling," on the subject of dirt-track racing says:—

Taken generally, I think I can say that 1928 gave Great Britain a new sport. I am not going to predict that it will become an established national pastime, but I do think that for some time to come the cinders will prove a powerful attraction for the sporting public. I am no prophet, but I firmly believe

that this year will be a boom year, after which dirt-track racing will settle down as a genuine amusement—running quietly, attracting its regular patrons and supporters. Dog racing had been a popular sport long before the Gracing flash-in-the-pan, and now it is settling down to its old place in the scheme of things. I think the dirt will do the same.

Too, the paying tourists who ride trains in the conventional fashion, inside the cars. The American pioneers whose oxen, snail-like in their movement, drew their covered wagons to the West. The nomads of the desert, the mountains, the jungle; the wandering antecedents whose curiosity averted foreign shores sent them down to the sea in ships.

Truly, a search for the "original" would take us far afield and back through centuries.

Leif Ericson and Christopher Columbus, generally credited with the discovery of America—since ideas as to how the Red Men got here seem hazy—were, of course, explorers and adventurers, rather than "tourists." They were the "chard Byrds and Admiral Pearrys of their day."

But Ferdinand Magellan, the Portuguese who was first of all men to circumnavigate the globe—just a few years after Christopher Columbus took Horace Greeley's advice—was not Ferdinand a sure-enough Big Shot "tourist" according to the dictionary definition? Did he or did he not "go round" in a big way? I ask you.

Napoleon's marches into Germany, Russia, Spain, Italy: the hardy Vikings in their marauding sea excursions: the ancient Romans in their armoured chariots: the Greeks of old, cruising the Mediterranean in their slave-manned galleys—these were all "tourists" in a broad and military sense of the word, but of course they "travelled from place to place" for a very blood-thirsty kind of power-seeking pleasure.

On the Nile

Cleopatra toured up and down the Nile so often and so decoratively that the boys working on the Pyramids and other Egyptian odd jobs could hardly attend to their work for wanting to admire her. Helen of Troy, in addition to attending to a fairish amount of touring personally, is reputed to have had a "face that launched a thousand ships." And who can say how much touring was done in all those ships?

Just from hitting these few high spots you can see that this supposedly short and easy search for the "original" tourist is no local hide-and-seek affair. It would very likely take us back to the very beginnings of human existence, to the first man and woman. Certainly Adam and Eve blazed trails in the Garden of Eden, and followed them. They would seem to have a clearer claim than anyone else to honours as the "original" tourists. To say absolutely safe we would have to award them the palm.

One can only conclude that the desire for travel is as old as man, an eternal impulse that has come down to us through the ages. The difference is chiefly one of changing, improving means of transport and of their widening use.

Formerly, only a comparatively few people could satisfy their travel appetite, however universal and age-old that appetite might be. In times not so far back, as Victorians reckon, great multitudes lived out their lifetimes without getting beyond the nearest horizon.

Drive to Golf Club

And now? Never before have so many people revelled in such freedom of movement. We spend vacation weeks and months on the highways. When we can't get away for long, we howl along the boulevards to and from work; sally forth to the nearest open

"GIVE US ROOM"

Most Overworked Automobile

A most overworked automobile groaned its "weight" into Los Angeles recently. It carried what is called perhaps the largest party of Kansans ever to migrate from that State. There were six in the party, all members of one family!

J. T. West, Mrs. West and their two sons, Leonard and Bernard, constituted what one might call the bulk of the party. Leonard, 17 years of age and still growing, weighs just slightly more than 400 pounds and is a mile over six feet tall. A five-foot tape fails to circumscribe his waist.

Bernard, his 15-year-old brother, weighed in at 312 pounds on arrival and is 5 feet 11 inches tall.

All the children enjoyed the benefit of a good start. Father weighs 285 and mother 210. Their daughter, Jessie Jeanne, is visibly well cared for. At 3½ years of age she weighs 75 pounds. That is the weight of a normal 11-year-old girl, physicians point out. The baby, Patsy Ann, a year and a half old, has not definitely cast her log with the family proclivities but is giving evidence of continuing the good work. She weighs 40. That makes a total present family weight of 1,822 pounds. "We all came through in the Chrysler," Mr. West affirmed. "It taxed the car a bit but we made it. In addition to the family weight there were three well filled suitcases."

Chrysler representatives who greeted the family estimated that the total weight the car carried from the West's home in Topeka was 1,772 pounds. This means the car was carrying within 228 pounds the weight capacity of a one-ton truck.

"It is interesting to speculate how they all got into their '70' two-door sedan," mused a friend. "There's only one way it could be done. Father and mother or the two boys rode in either the front or rear seats and the two youngsters roamed at large in whatever space, if any, was left. Where they put the luggage, expect on the running boards, is beyond me." The car stood the trip remarkably well. Mr. West said it averaged 21 miles per gallon of gasoline and used only four quarts of oil in crossing half the continent. There were no mishaps in spite of the load. The party didn't even have a flat tyre.

spaces for refreshing week-end holidays. We drive twenty miles to the golf club, fifty miles to a dance, two hundred miles to fishing or hunting grounds, a thousand miles a week on business or professional calls. We are a nation of tourists, with over 24,000,000 motor vehicles to facilitate our "going round."

It is a common yet impressive reminder of the automobile manufacturer's achievement in perfecting reliable individual transportation that thousands of people step into their motor cars in New York or Detroit and, with no special preparation head confidently for the Gulf of Mexico, the Pacific Coast, or where they will.

Within their reach lies the means of enjoying to the full this heritage from restless forerunners—of satisfying sensibly, the impulse of the venturer—of the nomad, the kypsy, the hobo, if you please—that lies smouldering in us all—"Chrysler Motoring."



FIT
DUNLOP.
The Tyre
that Carries
London's
Buses.

PITFALLS OF GARAGING

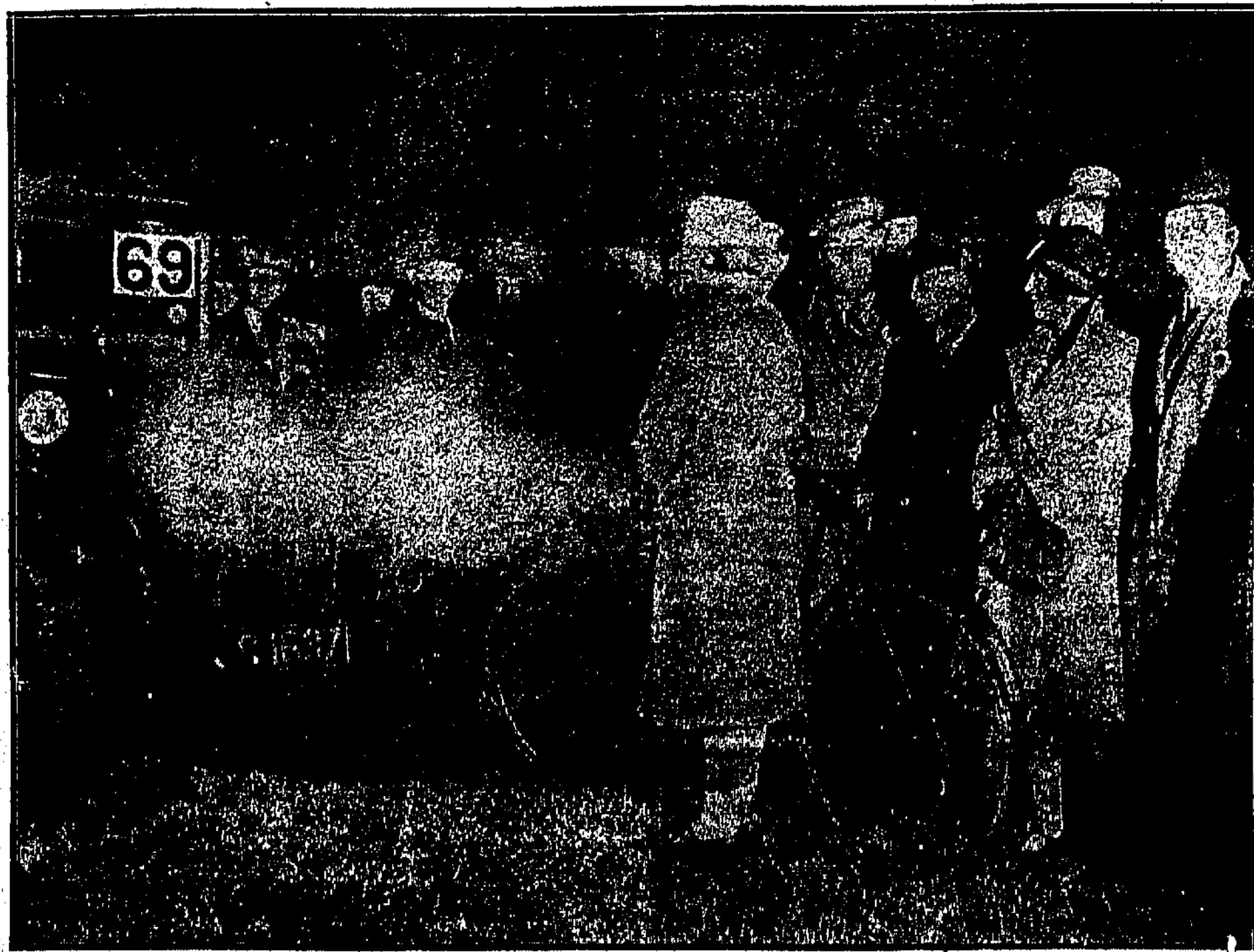
The parking regulations and the law of obstruction compel many motorists to leave their cars in a public garage when they go out in the evening. Cars in such garages do not always receive the treatment they deserve, and it is as well for motorists to know legal rights supposing their property is damaged. The following rules of law—discussed in detail in an informative article in "The Light Car and

Cyclecar"—apply, equally to a genuine garage and to private parking grounds such as are frequently used by motorists.

In default of a special agreement between the motorist and the garage owner, if an accident occurs to the car while in the garage, the garage owner will be liable for the damage or loss unless he can show that neither he nor his servants were guilty of any negligence causing or contributing towards the accident. If, however, there is a notice plainly exhibited in the garage stating that the proprietor will not

be liable for any loss or damage, however caused, or if he states this verbally to the motorist before the car is left, the motor or the Insurance Co. will have to bear the loss should the car be damaged or stolen.

It makes little difference whether a charge is made for garaging the car or not. Unless an agreement of the above kind is entered into a garage owner, will be liable to a motorist for damage to, or loss of, his car unless he can show that he and his servants have been reasonably careful.



BIG PROBLEM OF NIGHT MOTORING.—A test of anti-dazzle devices. About 150 inventors demonstrated anti-dazzle and automatic car signalling devices to an interested crowd in Richmond Park, Surrey, under the auspices of the Royal Automobile Club and at the request of the Minister of Transport. There has been considerable development in the design and use of such indicators lately, due to the popularity of the closed car. Interested spectators are shown gazing at the demonstration.—(Sport and General).

STIFF TEST

Morris Minors Over Steep Hills

GOOD REPORTS

(By J. E. Appleyard, B.Sc.)

After a considerable period of waiting, the first two Morris Minors arrived in our showrooms in Leeds in early October. We knew nothing about them except their excellent qualification of having come from a good stable, and determined to find out whether they really were worthy members of the redoubtable Morris family, we subjected them to trial on the worst hills in Yorkshire and the Lakeland.

The "Yorkshire Evening Post" and "Yorkshire Weekly Post" representatives very kindly consented to observe the climbs up the famous Sutton Bank and its neighbour, White Horse Hill, and these we sampled first.

Forty in Second

The 39 gradient of Sutton Bank troubled the cars not at all. In fact, the speed never fell below 20 miles an hour, and the little engine was successfully run at 20 miles an hour in second gear without distress.

This experience fortified us for the much more formidable White Horse Hill, which climbs the Hambleton three or four miles to the east, up a precipitous cliff out of which is cut in limestone the famous White Horse. The surface of this hill, unlike Sutton, is much broken up by water-courses and rough stones, but again this gradient had no terrors, and the hill with the exception of 20 yards on the "S" bend, was accomplished in second gear.

Having tested out the cars locally and so successfully, we decided to climb the worst hills in the English Lakes and try a series in transcending order of difficulty until we really found one which should be insurmountable.

On Kirkstone Pass

First we made for Kirkstone Pass, on the easy ascent from Windermere, and romped to the top with never a gear-change below second. Then at the summit a turn was made down the real Kirkstone Pass, usually named "The Struggle" this being the hill which leads straight up from Ambleside to the hotel at the top of the Pass.

Again the little cars flicked round the "S" bends, despite the rough surfaces, and straight up the final reach without a falter. This hill rises 1,300 feet in 2½ miles, and incidentally, has nearly half a mile of travelling where no height is gained.

Having thus successfully accomplished one of the best-known test hills of the English Lakes, we turned to the consideration of a still stiffer proposition and decided on Howtown House, a hill not as well known to motorists as its scenery and character merit. This lies along the little-known eastern shore of Ullswater and ends in a cul de sac high above the lake. The road ascends in seven hairpin bends up the mountain side so strongly resembling Alpine climbs that it has earned for itself the name of the "English Stelvio."

For several days it had been raining hard and the road along the lake was flooded 9 ins. to 1 ft. No other method, however, of gaining Howtown House was possible, so the little cars ran through the flood, throwing the water high over their bonnets and emerging after 200 yards of water none the worse for their bath. Soon the zig-zag road confronted us leading up to the gap in the hills above Howtown.

Short Wheelbase Advantages

Never have we known so exhilarating a climb. First we rose at one hair-raising hairpin to the right. In a few short yards another to the left, again another to the right, another to the left, all of gradients of the order of 1 in 4. A large car could not have got round the hairpins of the narrow road without the necessity of reversing, but each of the little Minors came round the bends at speed without a single reverse, and finally emerged at the top of the Pass with never a sign of exhaustion or heat. In fact, the radiators were never more than comfortably warm to the hands.

On this hill we gained our real impression of the extraordinary "nimbleness" of the Minors, their delightful easy accurate steering, freedom from bounce and perfect springing over the roughest of surfaces. As a demonstration of the stability of the car and its low centre of gravity, Mr. Limb, our General Manager, drove one of the cars from the top down to a hairpin bend with a gradient of 1 in 4, and at a narrow portion of the road which was only half as wide as the car is long, turned the car round on the 1 in 4 gradient in one reverse and came back up the hill. Following this, he drove the car again down the

hill and in reverse drove backwards way up the lacets in a spectacular fashion, which has delighted audiences who have since seen the film depicting the climbs.

Looking For More

With Howtown House achieved, like Alexander we looked for fresh worlds to conquer, and were perplexed where to find a hill which offered greater difficulties than Howtown House. Someone suggested "Why not try the little bus on Honister Pass?" We knew this had but rarely been attempted and still more rarely climbed without special gear ratios being made from standard.

The little Morris Minors had been taken straight from the showrooms without any preparation of any kind, but fortified by the fact that we had with us non-kid chains, we decided to run over the other side of Derwentwater and have a look at the notorious "worst hill in England."

We arrived there at 5 p.m., had a good look at the gradient and particularly the famous "Step" and found the lack of light for cinema photographs an excuse for leaving the hill alone that night. We returned to the Scafell Hotel in Borrowdale, and decided on another look in the morning. The day opened in the late autumnal glory which reveals Lakeland at its best.

Fortified with the courage of the morning, we again drove up the easy side of Honister and walked over the summit down to Buttermere. Again we stopped at the terrific "Step" with its gradient of 1 in 3, its surface chewed up by the coaches which descend the hill on skids, but never come up, and its unfenced precipice on the right-hand side of the ascent.

With trepidation we decided to take the cars to the bottom and in case of failure to climb the hill, run home by Buttermere. Quarrymen from the slate works gathered round in interest to see whether the little cars would succeed where so many others had failed.

500 Feet Up

Our little crowd, with camera and cinema operator complete, gathered at the "Hill Step" and watched the first of the Morris Minors, driven by Mr. Whaley, sales manager of Appleyard of Leeds Ltd., come into sight three-quarters of a mile away down the Pass, 500 feet below, round the bridge over the mountain torrent, in and out of the "S" bend with its gradient of 1 in 4½ culminating in 1 in 4, then up the 100 yards straight of 1 in 6, swerving to the right on 1 in 5 and up to the second bridge on the easier gradient. The roar of the little engine came up the "Pass" as it gathered way for the real crux of the climb with the gradient gradually stiffening to 1 in 5 up to the foot of the "Hill Step" itself where the slope abruptly changes to the gradient of 1 in 3½ stiffening to 1 in 3. The road climbs along an unfenced precipice which drops into the torrent back far below.

The Conquest of Honister

The car came gamely at its task, slackening speed with the slip of the wheels on the bare exposed rock and in the ruts cut out by the skids. "Will it do it?" "It can't." "It can." "It will." And then a great shout of delight as the little car came out upon the top of the "Step," and romped home up the upper portion of the Pass to the sign boards at the top. Quickly afterwards came Mr. Limb with the other Morris Minor and again both climbs were repeated, making four clean, completely unassisted ascents.

Certificates of the performance were obtained from the independent quarrymen witnesses. It was a happy homeward journey, often at the rate of 55 miles an hour, as we returned to Leeds. The cars had emerged from their baptism of floods, vile roads and precipitous hills.

UNRECOGNIZED EFFORTS

Not long ago I noticed in my daily paper, says a contributor to "Motor Cycling," an account of how the Freedom of the City of London had been conferred on several pioneers of the motorcar industry. Two of these gentlemen were journalists, whilst the other was a well-known member of the trade who has been associated for a large number of years with the importation of American cars into this country.

One cannot help feeling that the City might well confer similar honours in connection with the motorcycle trade. Our industry is one of the very few in which Britain leads the world, and it is, on that account, more successful than the car trade, in which the same state of affairs cannot be said to exist. The exceptional position that motorcycle manufacturers have built up for themselves would seem to call clearly for some special recognition in return for the contribution to the prosperity of the nation.

CONGESTED AREAS

Why Not Roads Above the Railways

No one who has even a superficial knowledge of the road transport of goods and passengers can but believe that the future holds vast possibilities of traffic increase. Every day more and more vehicles—private and commercial—are being brought into service, and the rate of increase is far more likely to rise than to fall. Upon its development depends, to a great extent, the national welfare, and we have still a very long way to go before we reach the proportion of vehicles to population which exists in the United States.

The main problem is, however, how our roads can be made adequately to cope with the traffic likely to exist in the near future. Already there is distressing congestion in many busy centres of population, and the authorities are finding the work of superintending this traffic increasingly difficult. In the smaller towns and rural areas there is hardly likely to be considerable congestion for some years to come, and the trunk roads which have already been built, and are likely to be constructed in the future, will probably be able to meet our early needs in this direction.

The Great Difficulty

The great difficulty is to obtain access to these main arteries of traffic, and this is where a vehicle, whether it be private or commercial, has often to waste so much time. For instance, once a vehicle is on the Great West-road it can keep up a very fair average speed, but to reach this road it has to traverse many busy, and often congested, thoroughfares. Thus, during certain times of the day, may occupy possibly an hour, although the distance is only nine miles.

To extend such a road much further into the centre would involve an enormous expenditure, the destruction of a huge amount of valuable property and the rebuilding of a number of bridges. The same remarks apply to practically any other trunk road, and the problem is how such a drastic procedure can be avoided. It is certain that something must be done—and that quite soon.

Question of Cost

Our suggestion is that these main roads should be linked to the traffic centres by roads carried over the railway lines, their inner ends being at the railway termini. The idea may seem somewhat revolutionary, and we are quite prepared to admit that there are many difficulties in the way of its execution, but difficulties exist to be surmounted. The railway companies would, no doubt, object violently. Some critics also may suggest that the cost would be so enormous as to rule out the possibility of such roads, but after a close study of the question we do not believe that the expenditure would be nearly so great as might at first be thought. Other cities have elevated railways, so why should we not have elevated roads? The only reasonable place for such roads is over the railway, where practically all the difficulties as regards property and the use of the area covered have been fought out in years gone by. Such roads would merely be making use of space which might be referred to as being "in the air."

The engineering problems in a task of this nature may be of considerable magnitude, but are not such as would be likely to appeal to men who have achieved other feats which at one time would have been regarded as well nigh impossible.

Consider what a wonderful vista of possibilities the carrying out of such a scheme would bring to our vision! Imagine being able to run straight on to a trunk road at, say, St. Pancras, Charing Cross or Liverpool Street.

The scheme need not necessarily be confined to the Metropolis. The arguments are almost equal in weight when considered in respect of others amongst our important cities, where the traffic is nearly as great as in London.

So far we have alluded to such over-the-railway roads as being useful links with the trunk roads, but, later, as conditions justify and as finance permits, these links might themselves be extended into trunk roads penetrating as far as the railways. The main points of a new scheme such as this strike home far more readily when represented pictorially, and for this reason we have included a number of illustrations in which certain of our ideas on this matter have been embodied. It will be seen that there is no reason why this combined road-rail system should be inartistic or unharmonious. In fact, the inner terminal could easily be made quite pleasing. The ramps shown in our view of an important station could be utilised either for one-way or two-way traffic, according to the conditions. As depleted, vehicles are seen travelling in both directions.

Tunnels

Where tunnels are encountered there would be the option of raising the road over the tunnel or leaving the railway track for a short distance and rejoining where it emerges into the open. The latter procedure would only be necessary where the tunnel penetrated particularly high ground, which could then be avoided by a slightly circuitous route. Suitable ramps could also be provided at convenient points, such as wayside railway stations, so that vehicles could leave the overhead road, either for the purpose of reaching an ordinary road or for loading and unloading.

We fully expect this scheme to be subjected to a large amount of criticism, but (says the "Commercial Motor") we put it forward as a basis upon which something even more valuable may possibly be founded, and we will welcome, for publication where suitable, the opinions of our readers.

WHEN WHEELS APPEAR TO REVOLVE BACKWARDS

Most people have noticed that motorcar wheels on the cinematograph screen occasionally revolve backwards, although the hero's attitude may be indicative of Malcolm Campbell in his best, writes Professor A. M. Low in "The Motor."

The same effect is observed when a car is passing a fence in which there are gaps between the railings if the cinematograph shutter happens to operate at similar speeds to the rate at which the spokes of the wheel pass your eye. Only alternate spokes are seen and after the spoke which should be moving towards the top of the wheel is obliterated you will see the next spoke which has not quite reached the position of the leading spoke when you last saw it on the film. The result is to suggest to the vision that the wheel is revolving backwards.

If it were not for the power of the eye to retain an impression for a short period, the cinematograph film would be a mere jumble and a blur. I believe that some monkeys have so little "retentivity" of vision that they cannot appreciate the cinematograph. This criticism would prove a god-send to producers when dealing with disgruntled critics!

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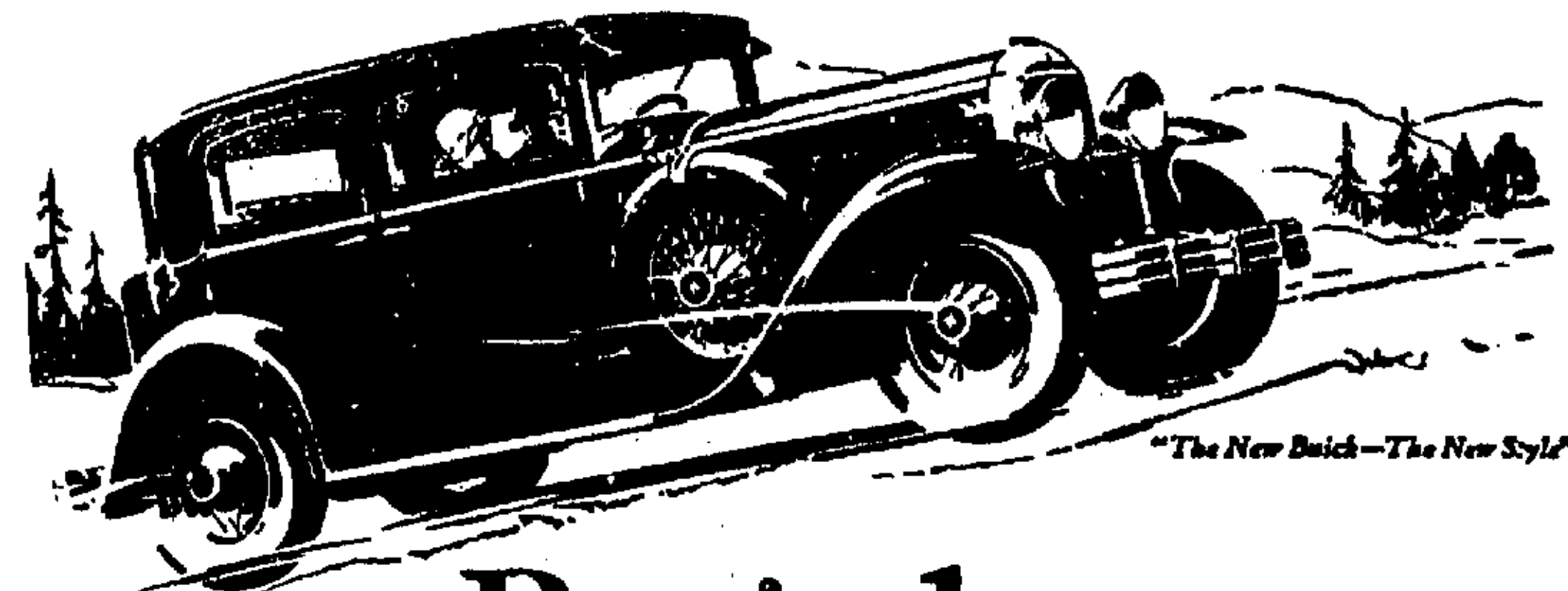
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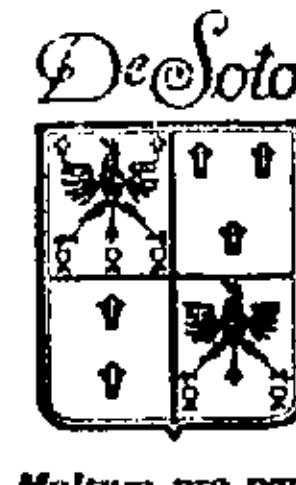


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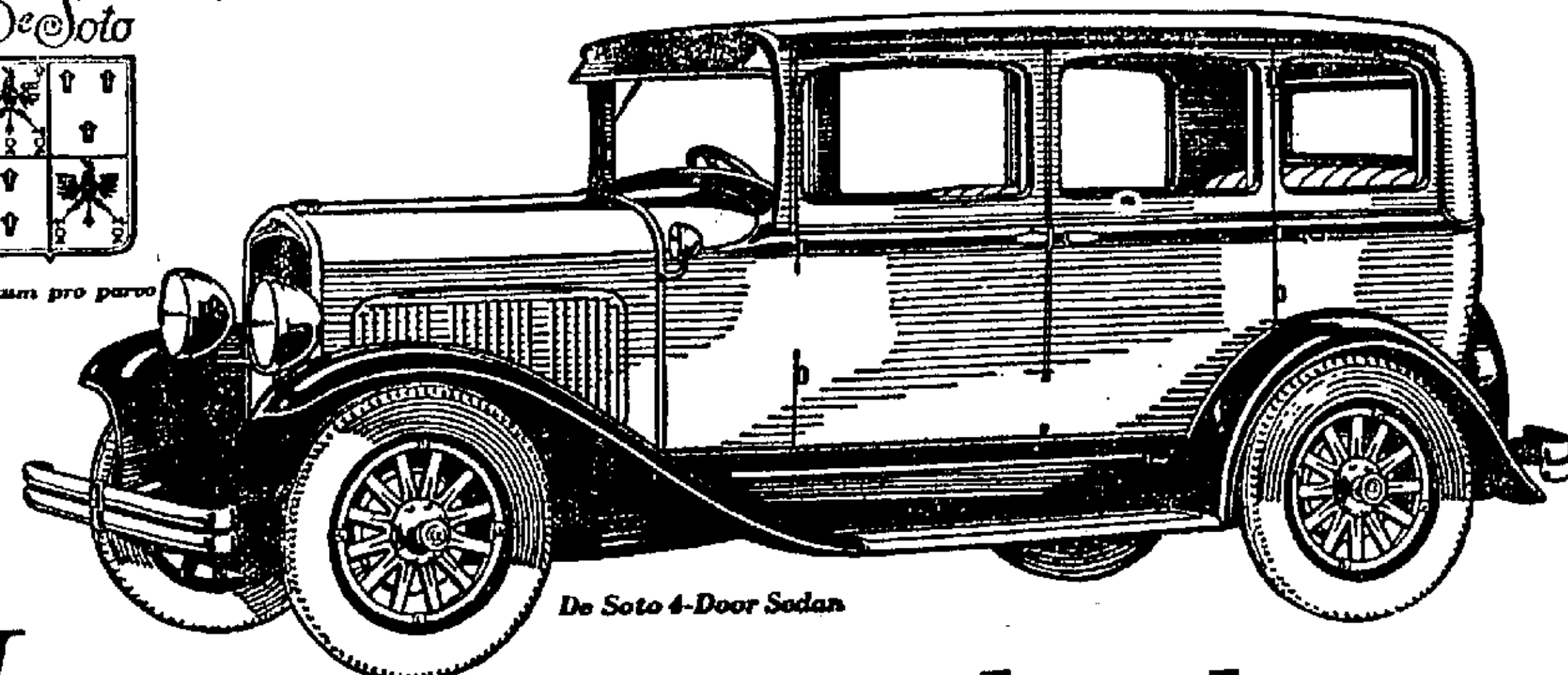
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Hongkong Sunday Herald.

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"THE DOVER ROAD"

Closing Performance Last Night

BETTER THAN EVER

Amateur acting is often said rather bitterly, to be great fun for the actors. The actors in "The Dover Road" may have had great fun. It is to be hoped they have, for it is certain that they must have had a great deal of very hard work before they could give us the pleasure of so finished a production. The play is not an easy one to act. There is none of the horse-play, the sheer farce and the rough-and-tumble on which amateurs often rely for their effects. This witty comedy of character rather than of action with its small number of speaking parts, is a severe test of technique from which the A.D.C. emerges triumphantly. The words are always audible, the action moves smoothly, and above the dialogue is taken trippingly on the tongue with ease and assurance. When there are so few characters, weakness in any one part would ruin the whole play; of that there is never the slightest fear. One may lean back and watch with complete confidence, and without the exasperation with which one sometimes sees, even in professional productions, the fine handling of a situation ruined by stiffness or lack of response in a single member of the cast.

Really a Mr. Latimer!

The highest praise of all must go to Mr. Lucey (Mr. Latimer), who has a very long and difficult part. He must convey to us a temperament at once whimsical and essentially sane. His sense of values and of humour must all the time a foil to the selfishness of Anne, the absurdity of Eustasia, the capriciousness of Leonard, and his quickness of mind and perception must make yet more ridiculous the crass stupidity of Leonard. All this is done with perfect poise and polish. It is difficult to believe that Mr. Lucey is acting; you are convinced that he must always be just like this in fact, that he really is a Mr. Latimer. And no greater praise can be given.

Dominic is incredibly funny. He is the Arch-Butler. It is not clear why he turns back the lapel of his coat as if he were a disguised sleuth showing his Secret Service badge to a confederate. But the laughter evoked by the gesture justifies it. Of the two ladies, Anne (Miss Taylor) has the longer and the more difficult part. She has to be at once unsophisticated, and yet clearly wanting to be a woman of the world. She is selfish, and yet has her moments of tenderness and of self-knowledge. At the beginning of the week Miss Taylor did not make Anne quite clear. She was rather too pleasant. But at the final performance last night, she had found just the right touch of rather hard humour and self-possession. She looked charming, and acted with restraint and skill. The very critical might cavil a little at the want of variety in her tone, but she very cleverly gave the shrill, strained voice of a tired, nervous girl in the first act.

Gloating Over Affliction

Mrs. Grossman's Eustasia was only too convincing. Even Leonard hardly deserved such a fate. Perhaps the most delicious moments of all were when she was reading Gibbon to the unhappy husband, and in her voice could be heard a positive gloating over the affliction which made him so helpless a victim to her. Leonard (Mr. Ralke) is admirably acted too. Every gesture, every stammer, every awkwardness made its effect, and as for his sneezing—no words can do it justice. It was almost infectious.

Mr. Bryne Harknell as Nicholas was faultlessly personified. His patent boredom, the clumsy attempts at restraining it, his foolish stance are worthy of one of the more idiotic of Mr. P. G. Wodehouse's comic heroes.

The band of well trained servants was the final touch of finish that completed one of the best amateur performances we have ever seen. Surely Mr. Latimer was taking a serious risk of even graver complications when he exposed his guests to no seductive pair of maidens. But perhaps that was "part of the treatment."

Everybody concerned, those behind the stage as well as the players, is to be heartily congratulated. The Colony is indeed fortunate in having a company of ama-

AFGHANISTAN

Has A "Defender And Saviour"

AMANULLAH'S FOLLOWERS

Peshawar, Yesterday. A message from Gardez, Afghanistan, states that Nadir Khan has declared himself "Defender and Saviour of Afghanistan" and is setting troops to march on Kabul. Amanullah is at Qalatghilzal, where his followers are numerically increasing daily.—Reuter.

Nadir Khan's Move

Calcutta, Yesterday. A message from the frontier states that Nadir Khan has decided to place one of his brothers on the throne. He has succeeded in gaining the support of the tribes in the Khost country, and is expected to make a determined move shortly.

All is quiet in Kabul and business is normal. Public opinion in Kabul is said to be turning in favour of Bachaisaqa, who has kept the peace so long.—Reuter.

DISARMAMENT

U.S. Representative's Instructions

MISSION'S "SOLE PURPOSE"

Washington, Yesterday. High official circles state that Mr. Hugh Gibson has not been instructed to initiate a new Naval Limitation Conference and no sort of negotiations relating to the matter are at present occurring here.

The mission's sole purpose will be to work out the technical details which might become the basis of consideration at a future conference called either under the auspices of the League or participated in independently by the chief Naval Powers.—Reuter's American Service.

HOLY LAND VISIT

Further Details of the Incident

THE VATICAN'S VIEWS

Rome, Yesterday. The Vatican's statement with regard to the Archbishop of Canterbury incident says that the Holy See is at present treating delicate questions at Jerusalem. It made representations direct to London on hearing of Dr. Lang's intention to visit the Holy City as the visit seemed inopportune. It was suggested that it should be adjourned to a more favourable moment.

The Archbishop had therefore not repeated his intention to visit Jerusalem but had merely put off the voyage.—Reuter.

COUNTERFEITING

Divided Opinions at Geneva

LATEST DEVELOPMENT

Geneva, Yesterday. Opinions were divided among the members of the Legal Committee at the conference for the suppression of counterfeit currency as to whether counterfeiting should be treated as a political crime or a crime at common law.

Ultimately, a sub-committee was appointed to examine and report.—Reuter.

COTTON INDUSTRY

Important Amalgamation Progressing

London, Yesterday.

The scheme for the amalgamation of a number of mills in the Egyptian spinning section of the Lancashire cotton trade has definitely progressed. Concerns owning between 2,000,000 and 3,000,000 spindles are willing join the amalgamation, which is favoured by the Banks concerned.—Reuter.

Those who can give productions that rival in technical excellence those of professionals, and that have at the same time the delightful spontaneity and enthusiasm of amateur work.

There was a crowded house last night and the A.D.C. performers got a truly splendid reception at the close of the performance.

PILGRIMS PROGRESS

Scenes From Classic Delightfully Given

A REPEAT PERFORMANCE

A very novel form of entertainment was given by children of the Young People's Service at St. Andrew's Hall, Kowloon, on the 9th instant, when delightful scenes were acted from "The Pilgrim's Progress."

Mrs. F. F. Ingram read the Prologue, which added greatly to the success of the performance.

Mrs. E. W. Gardiner, who sang several solos, and received much applause, was accompanied by Mrs. F. Suttar, Miss Joan Black playing for the children's parts.

The production was by Mrs. J. H. Hunt and the scenery was painted by Mr. J. H. Hunt.

The large audience was mostly of children, parents and friends of performers and all who were able to get seats thoroughly enjoyed themselves.

The performers were all perfect in their parts.

Mrs. Hunt is to be congratulated on her great success, and it is pleasing to know that another performance will take place to-morrow evening, commencing at 6 o'clock, and that other productions are forthcoming.

In one of the scenes "At the Cross" Christian (Mr. Black) was heard to advantage in his reply to the Angels in the hymn "I Heard the Voice of Jesus Say." It was refreshing to hear the boy's clear voice and he certainly did justice to his part.

The dresses were all on simple lines suitable to the play, the scenery being well chosen.

The scenery, in which there were many changes, gave one something to think about, the lambs looking very real.

The final tableaux was by all the performers and brought a very fine production to a pleasing close.

Characters

The characters were as follows: Evangelist ... Morrison Rousseau Pliable ... Leonard Phillips Obstinate ... Junior Kelly Goodwill ... Tony Sanh Watchful ... George Lee Hopeful ... Dick Branch Shepherds:—

Knowledge ... Douglas Smith Experience ... Morrison Rousseau Seplie ... Claude Brace Discretion ... Alice Black Diet ... Joan Sanh Prudence ... Norah Branch Charity ... Elean Brace Shining One ... Joan Laurensen

Angel (1) Marie Smith Angel (2) Dorothy Jan Angel (3) Cynthia Sanh Christian (1) John Chubb Christian (2) Ralph Phillips Christian (3) Ian Black

VACCINATION

St. John Ambulance Brigade

WEEKLY RETURN

The number of Chinese vaccinated—free of charge—by Members of the Ambulance Brigade, up to and including Thursday, April 11 is: Chinese Y.M.C. Division ... 28,479 King's College Division ... 27,692 Railway Division ... 11,065 Indian Division ... 5,092 Yvelon Division ... 107,817 Mongkok Division ... 132,784 Cantonian Division ... 9,000 Un Long ... 1,844 St. John's College Division ... 6,800 Victoria Nursing Division ... 745 Y.W.C.A. Nursing Division ... 449

332,252 The intensive vaccination campaign now ceases, but certain centres will still continue vaccination.

A rumour that Mr. John Burns was to be adopted as Liberal candidate for Derby at the General Election was denied by Mr. Burns himself. Asked whether he intended to stand for any other constituency, Mr. Burns replied, "You have asked your question and have had my answer. That is all I have to say."

The delegates who were recently sent to Shanghai to investigate the affairs of the China Merchants E. N. Co., are stated by the vernacular paper to have submitted reports to the effect that, since the company was placed under Government control, the monthly income has been increased by about 110,000.

ALL OVER EVENS

(Continued from Page 5.)

	Winner	Places
Duke of Chantilly	678	621
Pickle	501	551
O Moon	197	303
Young Pretender	151	134
City Hall	135	161

Here was another mile race in extra fast time, Duke of Chantilly doing only 1.5 of a second worse than Christmas Chimes in the big race.

The winner carried a shade more money than did Pickle, and these two justified expectations. O-Moon was backed a little and disappointed after making the pace to the Rock where he receded rapidly, ultimately finishing last.

Pickle and Young Pretender undertook the joint duty of watching O-Moon, with Duke of Chantilly next into the straight, Young Pretender was passed both by Pickle and Duke of Chantilly. Mr. Pickle on the last named having gained on the outside. In a hard set-to up the straight, Mr. Heard retained the lead throughout. Young Pretender did not have much difficulty in beating City Hall for third place.

9.—Kellett Handicap: "B" Class. One and a Quarter Miles.—For China Ponies. Entrance Fee \$5. 1st Prize: \$450. 2nd Prize: \$200. 3rd Prize: \$100. 156 lbs. (Mr. Harriman) 1

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Dynasty's King's Falloch

157 lbs. (Mr. Bulteel) 2

Stanton & Reid's Mowgli 155 lbs. (Mr. Stanton) 3

Roda's Bright Prospect 148 lbs. (Mr. Woner) 4

Cheng & Ng's Doubtful 145 lbs. (Mr. Proulx) 0

Yam Man's Fifty-Fifty 164 lbs. (Mr. da Roza) 0

D. A. Cave's Movanager 147 lbs. (Mr. Cave) 0

Mac's Zephyr 155 lbs. (Mr. Churchill) 0

Time: 2 mins. 41.4/5 secs.

2 1/2 lengths, 2 lengths.

Pari-mutuel winner \$99.10.

Places, 1st \$17.10, 2nd \$6.80, 3rd \$6.30.

Winner Places

Mowgli ... 573 717

King's Falloch ... 464 530

Fifty-Fifty ... 308 392

Duke of Melrose ... 73 80

Zephyr ... 65 127

Bright Prospect ... 61 127

Doubtful ... 55 99

Movanager ... 9 52

1,008 2,124

Mr. Harriman's shrewd judgment puzzled and defeated convincingly—the other seven runners. For the first time this pony ran in blinkers and gave no trouble when mounted.

Zephyr was first to show out, followed by Doubtful. Duke of Melrose lay handy. After covering three furlongs, Mr. Harriman stole a march on the leaders and shot to the front, establishing a useful advantage.

At the foot of the incline Duke of Melrose was still a few lengths ahead, with Zephyr next. King's Falloch had improved to third and Mowgli had crept up to fourth. Going down the hill, Mr. Harriman eased his mount for a breather and just as the others had come up rode on again to win without being pressed.

King's Falloch was second into the straight and in the same post-

TO-DAY'S RADIO

Broadcast By Z. B. W.

"LA BOHEME"

The following programme will be broadcast by Z.B.W. to-day on 350 metres.

5.55 p.m.—Evening Service relayed from St. John's Cathedral. Preacher: Rev. H. V. Koop.

9 p.m.—Evening Programme. (Victor Operatic Programme supplied by courtesy of Messrs. S. Moutrie & Co., Ltd.)

"La Boheme" (Puccini), Cast:

Rudolph, a poet,

Mr. Giorgini, Tenor.

Marcel, a painter,

Mr. Badini, Baritone.

Colline, a philosopher,

Mr. Manfrini, Bass.

Schaunard, a Musician,

Mr. Baracchi, Baritone.

Benoit, an important landlord,

Mr. Baccaloni, Bass.

Pargnol, a vendor of toys,

Mr. Nessi, Tenor.

Alcindoro, a state councillor and follower of Musetta,

Mr. Baccaloni, Bass.

Musetta, a Grisiotte,

Mr. A. Vitulli, Soprano.

Mimi, a maker of artificial flowers,

Mr. A. Torri, Soprano.

Students, Workgirls, Citizens, Shop-keepers, Vendors, Soldiers, Waiters, Children, Etc.,

Chorus of La Scala, Milan.

Accompanied by Members of the Orchestra of La Scala, Milan. The Performance Conducted by Maestro Carlo Sabajno. Recorded in the Conservatorio, Milan.

Scene and Period: Paris, 1830.

Close Down.

DONATIONS

For St. John Ambulance Brigade

The Hon. Treasurer begs to acknowledge the receipt of the following donations to the funds of the Brigade:—

The Hong Kong Jockey Club ... \$500

Mr. Wong Ping-sun ... 25

The officials for the meeting were:—

Patron:—H.E. Sir Cecil Clementi, K.C.M.G.

Honorary Stewards:—H.E. Vice-Admiral A. K. Waistell, C.B., H.E. Major-General J. W. Sandilands, C.B., C.M.G., D.S.O., Commodore R. A. S. Hill.

Stewards:—Mr. C. G. S. Mackie, Chairman, Mr. B. D. F. Beith, Mr. W. D. F. Beith, Mr. G. L. K., C.B.E., Hon. Mr. A. C. Hynes, Mr. T. E. Pearce, Hon. Mr. W. E. L. Shenton, Mr. F. Sutton, Mr. P. Tester, Mr. M. T. Johnson.

Mr. W. D. Fiddes Wilson, Clerk of the Course.

Mr. D. E. Clark, Judge.

Mr. P. Tester, Assistant Judge.

Mr. R. M. Dyer, Mr. T. E. Pearce, Mr. C. B. Brown, in charge of the Scales.

Mr. W. D. Fiddes Wilson, Starter.

Mr. S. A. Sleep, Second Starter.

Mr. F. Sutton, Paddock.

Mr. C. M. S. Alves, Mr. H. W. Moon, Handicappers.

Mr. A. Alves, Timekeeper.

Dr. J. C. Macgown, Honorary Surgeon.

Major F. Roche Kelly, R.A.V.C., Mr. L. Reidy, M.R.C.V.S., Honorary Veterinary Surgeons.

Mr. C. B. Brown, Secretary.

Linstead & Davis, Treasurers.

Band Music.

The following is the programme of music rendered by the 2nd Battalion the King's Own Scottish Borderers under Bandmaster W. H. Fitz-Earle, A.R.C.M.:—

1.—March Espagnol, "Cadiz"

Chueca

2.—Overture, "Land of the Mountain and Flood" ... MacGunn

3.—Selection, "Good News" Brown

4.—Ballet Music from Faust

Gounod

5.—Valse, "La Gitana" ... Bucalossi

6.—Selection, "The Belle of New York" ... Karker

7.—(a) Waltz Song, "Girl of New Dreams" ... Clappe

(b) Fox Trot, "I can't give you anything but Love" ... McHugh

8.—Selection, "La Boheme" ... Puccini

9.—Polka, "The Sleigh Belle" ... Stony

Blue Bonnets O'er the Border.

God Save the King.

SIMON COMMISSION

Leave India For Home

CHEERFUL SEND-OFF

Bombay, Yesterday. The members of the Simon Commission and Sir Chettur Sankaran Nair, Chairman of the Indian Central Committee, have left for England.

The Commissioners were garlanded by Moslems, and non-Brahmins. There was no hostile demonstration.

Propaganda Barred

New Delhi, Yesterday. A "Gazette Extraordinary" is issued promulgating an Ordinance to check the dissemination in British India of a certain form of propaganda from other countries and an Ordinance to enact the Public Safety Bill as amended by a Select Committee of the Legislative Assembly.—Reuter.

"WET" LINERS

"Dry" Leaders Greatly Concerned

THREAT AGAINST 'LEVIATHAN'

Washington, Yesterday. The "dry" leaders in Congress have been stirred up by reports that liquor is now obtainable on board American vessels on the High Seas. They threaten to introduce Bills in the Senate next week forbidding such libations.

Mr. Doran, the Federal Commissioner for Prohibition, declared that the sale of medicinal stores on board the "Leviathan" was "manifestly illegal and extremely unethical." He threatened to prevent it by prosecuting the ship's doctor and master. He also suggested that the vessel might be seized under the existing laws if such stores were so employed.—Reuter's American Service.

MEXICAN REBELS

Cross International Line

TAKEN INTO CUSTODY

Nogales (Arizona), Yesterday. The Mexican rebel, General Munoz, and his staff of fifteen officers crossed the international line into the United States. All were taken into custody by the immigration officers.—Reuter's American Service.

TEA DUTY

Reduction Forecast at Home

CHECKING STOCKS

London, Yesterday. In connection with forecasts that the Budget will provide for a reduction in the tea duty it is learned that the Customs authorities are touring the principal tea firms and checking their stocks.—Reuter.

LEFT FOR HOME

Quite a large number of local and Shamesen residents left for Home yesterday by the P. & O. steamer "Naldra," these including: The Hon. Mr. and Mrs. J. Owen Hughes and Miss A. Owen Hughes, Mr. and Mrs. J. F. Brennan, Major-General A. E. Wardron and Mrs. Wardron, Mr. C. H. Blason, Mrs. V. M. Bond, Mrs. W. A. Hannibal, and Dr. and Mrs. Harston. Commander and Mrs. C. N. Phillips and Sir Leonard H. Savile left for Singapore.

The National Associated Chambers of Commerce have wired to the Washington, Chamber protesting against the proposal of the U. S. Department of Labour to abolish the issue of passports to Chinese merchants and their families who desire to enter America, or who wish to return after having visited their homeland.

The Ministry of Communications, Nanking, has ordered the local shipping companies to abide by the Customs rules so far as inland river navigation is concerned. Only places where Customs houses are established will be allowed as ports of call.

Printed and published for the Proprietors, the Hong Kong Herald Publishing Company, by DAVID CHRISTIAN WILSON, business manager, at 3a, Wyndham Street, Hong Kong.

COMEDY COMPANY

"A Cuckoo in the Nest"

BANVARD NEW ENGLISH CO.

About a week ago the Banvard Musical Comedy Company, having completed their season left us, but there remains with us very pleasant recollections of the excellent performances they gave. It was, therefore, with more than usual pleasure that we noted the fact that the Banvard New English Comedy Company were to open at the Star Theatre last night. For the past few days the various plays in their repertoire have been brought to our notice and some details of the individual members of the company have been published.

That the plays they present will be good goes without saying since, apart from the company themselves, each play has been a London success; and it only remained to be seen if the players themselves upheld the enviable reputation of the Banvard Companies. They did, and what is more, they enhanced that reputation since the first production "A Cuckoo in the Nest" was just fine.